

MASON'S



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

No. 19,657.

號七十五百六千九萬一第

日一初月五年酉辛

HONGKONG, MONDAY, JUNE 6TH, 1921.

一拜禮

號六廿六年十國民華中

PRICE, \$3 PER MONTH

MANY WOMEN TO-DAY
NOT ONLY RELIEVE
THEIR EYES FROM OVERSTRAIN
BUT THEY
IMPROVE THEIR PERSONAL
APPEARANCE
BY WEARING
LAZARUS' RIMLESS GLASSES
28, Queen's Rd. Cent., Hongkong.

INTIMATIONS
JUST LANDED

ALLSOPP'S
BRITISH
PILSENER BEER
BREWED AND BOTTLED AT
BURTON-ON-TRENT.

SOLE AGENTS:
CALDBECK
MACGREGOR &
CO., LTD.
15, QUEEN'S ROAD CENTRAL.
Tel. No. 75.

CARTRIDGES!

NEWLY ARRIVED.
A large consignment of ELEY'S
SPORTING CARTRIDGES, 12
and 20 bore, loaded with the Sportsman's
favorite powders—E. C. and SMOKE-
LESS DIAMOND.
THE HONGKONG SPORTING ARMS
& AMMUNITION STORE.
Not 5-6, Beaconsfield Arcade.

A LING & CO.,
19, Queen's Road Central,
HONGKONG.
FURNITURE AND PHOTO
GOODS STORE.
Glass Etching Sign-Board and
Mirror Maker.
Canton Marble in Various Shades.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Undertaken.
Telephone 1219.

FRENCH LESSONS
G. MOUSSON,
15, Morrison Hill Road.

PEAK TRAMWAY CO.,
LIMITED.

TIME TABLE

Week Days	Week Days
7.00 a.m. to 8.00 a.m. every 15 minutes.	8.50 p.m. to 9.20 p.m. every 30 minutes
8.00 " 9.30 " 10 " 15 "	9.20 p.m. to 11.30 p.m. every 30 minutes
9.30 " 11.00 " 12 " 15 "	11.45 p.m.
11.30 " 12.30 p.m. " 15 "	SATURDAYS
12.30 p.m. " 2.30 " 10 "	Extra Car—12 midnight.
2.30 " 5.00 " 15 "	SUNDAYS
5.00 " 8.10 " 10 "	7.30 a.m.

Next Cars.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.20 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SUNDAYS
Extra Car—12 midnight.

As on Week Days.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road.
Season and punch tickets available for
all cars, not already full, running at the
times stated in the Company's time-tables,
but not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Comptroller Order represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MONDAY, JANUARY 24th, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 12	No. 13	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
	Local	Local	Through Express	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local	Local

BY APPOINTMENT

Apollinaris

NATURAL MINERAL WATER.

NOW AGAIN OBTAINABLE

Since its foundation in 1872, the Apollinaris business has always been BRITISH-OWNED.

THE APOLLINARIS CO., LTD.

Obtainable at:

THE HONGKONG HOTEL
THE REPULSE BAY HOTEL
and all leading Clubs & Stores.

Sold by:

LANE, CRAWFORD & CO.

NOTICE.

MESSRS. GILLARD & CO.
HAVE GREAT PLEASURE

in informing the
PUBLIC

that they have just received

THE WARRANT OF APPOINTMENT

AS

SAUCE and PICKLE MAKERS

H.R.H. THE PRINCE OF WALES

THESE SAUCES and PICKLES

May be obtained from

LANE, CRAWFORD & CO.

and

All other Stores.

SHOULD THEY BE UNOBTAINABLE FROM YOUR DEALER.

PLEASE COMMUNICATE WITH

DONNELLY & WHYTE,

TEL. 634.

TO SMOKERS

In spite of falling exchange and also of higher duty, we can supply you the following Cigars at moderate prices:

LA TRAVIATA MANILA CIGARS

Excelentes.....	\$4.50 25*	R. Victoria.....	\$9.00 100*
Especiales.....	\$3.50 25*	do.....	\$4.75 50*
Jockey Club.....	\$4.50 25*	Londres.....	\$4.50 100*
Perfectos.....	\$3.00 25*	do.....	\$2.50 50*

Tabaqueria Filipina,

38, Queen's Road Central.

EDUCATIONAL DIRECTORY

and
YEAR BOOK OF CHINA, 1921.

Just published. 560 pages (Illustrated) of useful matter.
At Kelly & Walsh, Ltd. Price: \$3 Net. A splendid
Mailing List.

[1010]

Just Received from Manila

A Fine Assortment of

HEMP HATS for LADIES

in different shapes and assorted colours

Inspection cordially invited.

SWATOW DRAWN WORK CO.,

14, Des Voeux Rd. Central, Phone No. 2960.

CLASS GOVERNMENT.

MR. CHAMBERLAIN ON LABOUR LEADERS' FAILURE.

Mr. Austen Chamberlain's selection as Leader of the Unionist party in the House of Commons, in succession to Mr. Balfour Law, prompted the Manchester Division of the National Unionist Association to give a dinner in celebration of the event, at the Hotel Cecil, on April 27th. Mr. W. Lane Mitchell, M.P., chairman of the organisation, presided, and the company numbered between 400 and 500.

Speaking in acknowledgment of the toast of his health, Mr. Chamberlain said that great changes had come over the world, and over our country in the last few years, and no party would justify itself which did not take account of those changes. When a party had grown too old to learn it had grown too old to serve. Such a world cataclysm as we had lived through could not for the abandonment of principle, but for the readjustment of their point of view, for a reconsideration of the platform which they had adopted, and for the adaptation of the old principles to the new circumstances. (Cheers.) He hoped the Unionist party organisation, which during the war existed only for the use of its machinery for the service of the nation—(cheers)—might now be reorganised, strengthened, joined by all who held the same views as theirs on the great principles of the day, and that they would hold the door wide open, without any strict shibboleths, or narrow conditions that could prevent the co-operation of all the good men of goodwill in times which were still critical. (Cheers.)

LABOUR'S ARROGANT CLAIM.

"What," proceeded Mr. Chamberlain, "are the dangers ahead, which make me urge that we should hold the portals of our own association as widely open as possible, and co-operate freely and generously with all who think like us, even though they do not enter our particular fold? They are two-fold. In the first place they are to be found in those forces which seldom meet in large bodies, for the discussion of public affairs, which are not heard in the House of Commons itself, and which at the street corner, in the factory, in the workshop, anywhere where there is distress or trouble, suffering or discontent, use that suffering, that discontent, and that trouble to subvert our Parliamentary institutions, to overthrow our popular and democratic constitution, and to supersede for the rule of a free people by its representatives in a free Parliament the dictation of Soviets and Committees—(cheers)—directed, indeed, by a minority even of the class from which they come—(cheers)—but ceaselessly active, perpetually scheming, always ready to profit by every sign of lethargy on the part of those whose duty it is to expose their methods, to lay bare their ends and to save the country from the menace which the success of their policy involves. But there is another danger which I find it difficult to put into words, though it has been persistently present in my thoughts during recent events. It concerns fellow-members of the House of Commons whom individually I have learned to know and respect. But a new party has appeared in recent years in the House of Commons, and has grown with extraordinary rapidity. It took for its name the Labour party—an arrogant assumption—(cheers)—for which of us does not owe his seat largely or wholly in these days to the working-classes of this country, even on the narrowest definition of what a workman is? I have never thought that a Cabinet Minister ought not to be included in a reasonable definition of working-man unless the true definition be one who does not work for more than eight hours a day. (Laughter.) I say more; it puts the party on a wrong basis from the first. Parties ought not to be organised by classes. Our political divisions have been perpendicular and not horizontal—that is why we have escaped when others have fallen, when other Constitutions been upset. It is the true genius of our people, and it is the explanation of their success of Parliamentary control.

But these criticisms are not the only ones I have to make. There is another which is more difficult. But it is rendered easier for me by the candour and courage with which Mr. Clynes, a leader of this party, expressed himself in one of the debates on the stoppage in the coal trade a week or two ago. He contrasted the position of a Labour leader with what he termed the almost autocratic authority of the leaders of the other parties in the State. He explained that the Labour leader was a leader whose business it was to follow. (Laughter.) I am not here to pretend that the leader of any party is indifferent to or can despise and neglect the opinions current in the party which he represents. But no man is fit to be a leader, and no party is fit to govern, which cannot find leaders who on good cause, and with conviction in their hearts, will face all the unpopularity that difference from their party may involve and will speak out clearly the truth that is in them, and will stake their fortunes on their power to carry their party with them. Now, see what happens. A dispute arises in the coal trade. The miners take a step which they have never taken in the history of their well-organised trade. They refuse to allow the safety men to keep the mines in being. ("Shame!") It was a decision taken—if public rumour is not wholly wrong—by the narrowest majority within their own executive body, disapproved by nearly half of their own leaders. The leaders of the Labour party outside that particular section in the House of Commons made no secret that they deplored that decision.

I do not doubt that quietly and behind the scenes they used all the influence they possessed to induce miners to reverse that decision, or if they would not save the mines themselves to allow volunteers to save them without interference. That

is not to my mind the full duty of leaders, even when they are members of a Government. But is that sufficient for a Government, and can you conduct a Government, if the leaders have to follow; if, when they themselves disapprove the action that is taken, they will not denounce it, and take counter-action, and if they count on dividing unreasoned violence and revolution by soft words and kind phrases? Is there anyone who doubts that if the leaders of the other unions had said to the miners at the beginning, "If it is a question of whether your wages are fair or not we are with you to the end, but if it is a question of the safety of the mines, on which the whole life of our people depends, the food of our wives and our families, the warmth of our houses, the traffic of our streets, the health of our towns—if it is a question of that you must go back and safeguard the life of the mines before we listen to you on any other question." (Cheers.) Is there a man who doubts that if they had done that the safety of the mines would have been secured? Is there a man who does not recognise that if they had shown that courage and power of dealing with the crisis, that determination to subordinate their own interests, however dear to them, to the interests of the nation, they would have stood forth to-day justified as a party to whom, however much we might dislike their policy, the fortunes of the country could have been safely entrusted?

REFORM OR REVOLUTION.

They did not take that course. They tried persuasion; they hinted doubts and hesitated. That way revolution comes. Revolution is bloodless, it is successful; it is, in fact, reform as long as you have a Government in power which acts against the forces of violence in time. Reform becomes revolution when the moderate reformers hesitate, to employ their strength until their strength is wasted away and the men of violence with other aims, and whose desire it has long been to subvert the State, have become too strong for them. Our people, concluded Mr. Chamberlain, are not revolutionary. (Cheers.) They know too well the value of the liberties that we possess and the cost they will have to pay if violence ensues. But unless we realise where the danger lies—and it lies as much in the weakness of good men as in the malice of the bad—(cheers)—it lies as much in the division of the forces of order, splitting up into factions and sections, in the Middle Classes party, Anti-Waste parties, and I know not what other parties. (Laughter.) It lies as much in the splitting up of the forces of orderly reform and progress as in the ceaseless activities of those who are at heart revolutionary.

BRITAIN AND HER COLONIES. VIEWS OF THE RISING GENERATION IN ENGLAND.

An essay-competition organized by a London paper for school children, on the Prince of Wales's tour, produced some quaint specimens of youthful politics and patriotism. One little fellow seemed chiefly impressed by the feat which the Prince was required to perform in having to be on his "company manners" all the time.

Wherever he went he had to use his best manners, because there were always thousands of people watching him, and if he had made one slip it would have perhaps have been put down to England's ignorance.

Some curious views of the British Empire leaked out which would scarcely have met with the approval of the Patriotic League of Britons Overseas. One young essayist observed:

In the great war our Empire was of great use to us, seeming to thank us for lessening our harsh way of ruling "over them."

Another rising John Bull with a turn for respolitik remarked that:

The colonies are a great help in time of war. They will also prove a ready market for manufactured goods. He is too young to be conversant with the beneficent operations of the tariff laws.

Another had a better grasp of the idea of dominion status:

When the children were young then they had to do as their mother told them, but when they grew up they were given the latch key, and when they were married they did as they liked.

One was willing to confer the latchkey of nationhood on the United States and Japan as well:

No longer are they sons, they have now breathed the tape with the United States, Japan, and their grey, worn parent.

His metaphors are a trifle mixed, though it is a healthy sign when one's "grey, worn parent" makes a dead heat of it with the United States and Japan.

THE OLD STYLE OF CEMENT BIFOCALS

with their disfiguring and annoying dividing line has been supplanted by a new lens with two foci called Kryptok invisible bifocal lens. The upper portion of the glass for distance and the lower for reading ground from one single piece of glass. The Hongkong Optical Co., Successors to Clark & Co., Refracting & Manufacturing Opticians—the most competent optical manufacturing establishment in the Colony—located in 53, Queen's Road, Central, manufacture this kind of invisible bifocal lens on all prescriptions in either regular or Toric forms.—ADVT.



The AUSTIN TWENTY

A Triumph of British Industry

Built at the largest automobile works in the Empire and of world-wide fame for the remarkable successes it has attained in trials and tests, the Austin Twenty demands the instant attention of overseas motorists. In the Austin Twenty you have a super-car at a moderate price. It is a thoroughly tested car, built upon proven principles, and particularly suitable for overseas conditions. Get in touch with local distributors.



THE AUSTIN MOTOR Co., Ltd., Northfield, Birmingham, England

Asahi Beer

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY COMPANY, LIMITED,

TOKYO, JAPAN.

SOLE AGENTS:

MITSUI BUSSAN KAISHA, LTD.,

HONGKONG.

THE NEW FRONTIER...
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
THERAPION No. 4
THERAPION No. 5
THERAPION No. 6
THERAPION No. 7
THERAPION No. 8
THERAPION No. 9
THERAPION No. 10
THERAPION No. 11
THERAPION No. 12
THERAPION No. 13
THERAPION No. 14
THERAPION No. 15
THERAPION No. 16
THERAPION No. 17
THERAPION No. 18
THERAPION No. 19
THERAPION No. 20
THERAPION No. 21
THERAPION No. 22
THERAPION No. 23
THERAPION No. 24
THERAPION No. 25
THERAPION No. 26
THERAPION No. 27
THERAPION No. 28
THERAPION No. 29
THERAPION No. 30
THERAPION No. 31
THERAPION No. 32
THERAPION No. 33
THERAPION No. 34
THERAPION No. 35
THERAPION No. 36
THERAPION No. 37
THERAPION No. 38
THERAPION No. 39
THERAPION No. 40
THERAPION No. 41
THERAPION No. 42
THERAPION No. 43
THERAPION No. 44
THERAPION No. 45
THERAPION No. 46
THERAPION No. 47
THERAPION No. 48
THERAPION No. 49
THERAPION No. 50
THERAPION No. 51
THERAPION No. 52
THERAPION No. 53
THERAPION No. 54
THERAPION No. 55
THERAPION No. 56
THERAPION No. 57
THERAPION No. 58
THERAPION No. 59
THERAPION No. 60
THERAPION No. 61
THERAPION No. 62
THERAPION No. 63
THERAPION No. 64
THERAPION No. 65
THERAPION No. 66
THERAPION No. 67
THERAPION No. 68
THERAPION No. 69
THERAPION No. 70
THERAPION No. 71
THERAPION No. 72
THERAPION No. 73
THERAPION No. 74
THERAPION No. 75
THERAPION No. 76
THERAPION No. 77
THERAPION No. 78
THERAPION No. 79
THERAPION No. 80
THERAPION No. 81
THERAPION No. 82
THERAPION No. 83
THERAPION No. 84
THERAPION No. 85
THERAPION No. 86
THERAPION No. 87
THERAPION No. 88
THERAPION No. 89
THERAPION No. 90
THERAPION No. 91
THERAPION No. 92
THERAPION No. 93
THERAPION No. 94
THERAPION No. 95
THERAPION No. 96
THERAPION No. 97
THERAPION No. 98
THERAPION No. 99
THERAPION No. 100

ON SALE.
BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1920.
With Index, Price \$7.50.
On sale at the Hongkong Daily Press Office.

HONGKONG JOCKEY CLUB.
THE THIRD GYMKHANA.

Patron.—His Excellency Sir R. E. Stubbs, K.C.M.G.

Honorary Stewards.—His Excellency Vice-Admiral Sir A. L. Duff, K.C.B., His Excellency Major-General Sir G. M. Kirkpatrick, K.C.S.I., K.C.B., Hon. Mr. Claud Severn, C.M.G., and Commodore W. Bowden-Smith, C.B.E.

Stewards.—The Hon. Sir C. Paul Chater, Kt., C.M.G., Lieut. Colonel G. K. Bull Bruton, Mr. R. M. Dyer, Mr. Henry Humphreys, Hon. Mr. A. G. Stephen, Lieut. Col. W. Loring, R.A., C.M.G., D.S.O., Brig-General E. B. Macnaghten, C.M.G., D.S.O., Mr. H. P. White.

Gymkhana Committee.—Mr. H. Bickett, Mr. C. H. Blason, Mr. D. E. Clark, Dr. C. Forsyth, Mr. J. Bell Irving, Mr. T. Leitch, and Major Timmins.

Judge.—Mr. D. E. Clark.

In Charge of the Scale.—Mr. H. Bickett, Mr. R. M. Dyer, and Mr. T. Leitch.

Starter.—Brig-Gen. E. B. Macnaghten.

Padlock.—Dr. C. Forsyth, and Mr. H. P. White.

Timekeeper.—Mr. A. E. S. Alves.

In delightful weather, the third gymkhana arranged by the Hongkong Jockey Club took place, on Saturday, at the Race-course in Happy Valley. There was a very large attendance, which included many ladies. The racing was exceedingly keen and a close finish characterised every event except one, so that interest was well maintained during the whole afternoon. The size of some of the sweeps indicated that the monthly race meetings are well patronised by those members of the public who like to tempt fickle fortune.

In the Gymkhana Stakes, Parran was the only placed pony which had any points to its credit, and now scores six. Hongkong Chief, by coming in first, scores 4 points, which puts it on a level with Special Mouse and Scampardale, which, each, accumulated 4 points at previous meetings.

Mr. T. W. Doyle was the most successful jockey of the afternoon, with 3 firsts, a second and a third, being placed five times in seven events. Mr. Bell-Irving had one first, 3 seconds and 2 thirds, and was placed six times in the seven events. Mr. Soares had a first, a second and a third; Mr. Thompson had a second and a third; no other jockey had more than one win to his credit.

The meeting, as usual, was admirably organised. The band of the Wiltshire Regiment, under Bandmaster Easton, rendered selections on the lawn and contributed in no small degree towards the success of the afternoon.

1.—HALF MILE RACE.

For Subscription Griffs of both classes of this season 1920-1921 which have run and got won a race either at the official meeting or at Gymkhana. 1st prize, \$250; 2nd prize, \$100; 3rd prize, \$75.

Mr. H. P. White's Carpenter, 155 lbs. (Mr. P. Kremer) 1
Mr. C. R. Thompson's Shooting Star, 155 lbs. (Mr. Thompson) 2
Mr. John Bell-Irving's Misericordia, 155 lbs. (Mr. Bell-Irving) 3

Mr. B. Basto's Frampton, 155 lbs. (Mr. T. W. Doyle) 0
Mr. Ferdinand's Workshop (late Don Juan), 155 lbs. (Mr. Soares) 0
Mr. Blank's King Harry, 155 lbs. (Mr. Gibson) 0

Hon. Mr. P. H. Holyoak's Perad, 155 lbs. (Mr. Soares) 0
Mr. Constow's Nightmare (late Meadow Mouse), 155 lbs. (Mr. C. M. Alves) 0
Mr. Albert's Glad Eye (late East), 155 lbs. (Capt. Spinks) 0

Messrs. Hosie and Lays' By Jingo, 155 lbs. (Major Timmins) 0
A length separated first and second and half-length second and third.
Time: 1min. 15sec.

Pari-mutuel. Cash Sweep. Ticket No.
Winner: \$27.50 427, \$1,329.60
1, 12.50 191, 425.60
2, 8.50 367, 212.50
Unplaced starters:—Nos. 140, 338, 457, 568, 222, 331, 219.

2.—CLASS HANDICAP.

A Class: Once round.—For China ponies. 1st prize, \$250; 2nd prize, \$100; 3rd prize, \$75.

Mr. Staves' Bolshiev, 155 lbs. (Mr. Doyle) 1
Mr. John Bell-Irving's Tiddleywinks, 155 lbs. (Mr. Bell-Irving) 2
Mr. C. R. Thompson's Lightning, 148 lbs. (Mr. Thompson) 3

Sir Paul's Charing Cross, 157 lbs. (Mr. Gibson) 0
Mr. P. A. Cox's September Morn, 155 lbs. (Mr. Bartholomew) 0
Mr. Soares' Forest Child, 150 lbs. (Mr. Soares) 0

Dr. C. Forsyth's Neston, 148 lbs. (Mr. Sewell) 0
Three lengths separated first and second; two lengths second and third.
Time: 1min. 56 2/3 sec.

Pari-mutuel. Cash Sweep. Ticket No.
Winner: \$10.00 212, \$3,130.10
1, 6.20 240, 203.60
2, 7.20 60, 204.30
Unplaced starters:—Nos. 613, 229, 314, 542.

3.—GYMKHANA STAKES.

Value \$500. Distance—One mile. For all China ponies for a cup to be run for five times, or as decided by the Committee, called the Gymkhana Cup, to be presented at the end of the season and to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana meetings during the season, counting 4 points for a first, 3 for a

second, and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race this season to carry 5lb. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 5lb. to be deducted next time he starts, such 5lb. to remain deducted until he wins again, when he will carry the full penalties without deduction. Penalties accumulative up to 15 lb. In the event of two or more ponies tying with the same number of marks after five races have been run the owner, shall either divide the value of the Cup which is hereby placed at \$500, or shall run off on a day to be fixed by the Committee, not being the same day as the last race for the Stakes but within two weeks thereafter. In the event of a run off the weights shall be for inches as per scale. 2nd prize, \$200; 3rd prize, \$100.

Sir Ellis Kadoorie's Hongkong Chief, 151 lbs. (Mr. Soares) 1
Mr. Nemaze's Parran, 151 lbs. (Mr. Sutton) 2
Hon. Mr. A. G. Stephen's Fattion, 146 lbs. (Mr. Doyle) 3

Mr. Henry Humphreys' Speckled Mouse, 158 lbs. (Mr. Gibson) 0
Mr. John Bell-Irving's Scampardale, 151 lbs. (Mr. J. Bell-Irving) 0
Mr. Ferdinand's Pawshop, 148 lbs. (Mr. Remedios) 0

Mr. T. M. Leitch's Spynie, 148 lbs. (Mr. Thompson) 0
A length between first and second; a length and a half between second and third.
Time: 2min. 7 1/2 sec.

Pari-mutuel. Cash Sweep. Ticket No.
Winner: \$31.50 349, \$4,969.30
1, 10.60 597, 1,419.50
2, 12.10 728, 709.50
Unplaced starters:—Nos. 662, 114, 511, 772.

4.—CLASS HANDICAP.

B Class: Once round.—For China ponies. 1st prize, \$250; 2nd prize, \$100; 3rd prize, \$75.

Mr. E. Des Voeux's Frome, 155 lbs. (Mr. Bell-Irving) 1
Sir Ellis Kadoorie's Repulse Bay Chief, 152 lbs. (Mr. Doyle) 2
Hon. Mr. P. H. Holyoak's Redbird, 150 lbs. (Mr. Gibson) 3

Dr. C. Forsyth's Leighton, 157 lbs. (Mr. F. Sutton) 0
Mr. Soares' Dandy Child, 152 lbs. (Mr. Soares) 0
Mr. B. Basto's Tweedledum, 150 lbs. (Mr. Potts) 0

Mr. Ferdinand's Birdshop (late Blackbird Dahila), 148 lbs. (Mr. Remedios) 0
Mr. Tricolore's Quo Vadis (late Field Child), 148 lbs. (Mr. Kremer) 0
Mr. Seth's Saverake, 147 lbs. (Mr. Thompson) 0

Mr. Blank's King Harry, 147 lbs. (Mr. Gibson) 0
Messrs. Hosie and Lays' By Jingo, 146 lbs. (Major Timmins) 0
Frome won by a neck; three quarters of a length between second and third.
Time: 1min. 57 1/2 sec.

Pari-mutuel. Cash Sweep. Ticket No.
Winner: \$18.50 391, \$3,385.80
1, 9.00 258, 631.80
2, 24.00 401, 340.90
Unplaced starters:—Nos. 249, 147, 128, 701, 735, 192, 715, 231.

5.—POLO PONY SCURRY.

Distance about 500 yards round a post and in. For bona fide trained Polo Ponies regularly played this season up to the date of this meeting, certified as such by the Committee of the Hongkong Polo Club. To be ridden by playing members of the Hongkong Polo Club. 1st prize, \$75; 2nd prize, \$30; 3rd prize, \$20.

Mr. Spragge's Browns Paper, 140 lbs. (Mr. Spragge) 1
Mr. John Bell-Irving's Wee Mouse, 140 lbs. (Mr. J. Bell-Irving) 2
Mr. M. Blood's Fighting Tight, 140 lbs. (Mr. Blood) 3

Mr. F. A. Pollock's Silva, 140 lbs. (Mr. Pollock) 0
Major A. W. Timmins' Talisman, 140 lbs. (Major Timmins) 0
Mr. J. M. Dodington's Jorrocks, 140 lbs. (Mr. Dodington) 0

Mr. R. M. P. Beaven's Chow, 140 lbs. (Mr. Beaven) 0
Mr. W. D. Fiddes-Wilson's Punch, 140 lbs. (Mr. Wilson) 0
Mr. Seth's Moonshine, 140 lbs. (Mr. Bartholomew) 0

Mr. C. R. Thompson's Constellation, 140 lbs. (Mr. Thompson) 0
Mr. J. E. H. Bioby's Notwithstanding, 140 lbs. (Mr. Bibby) 0
Half a length separated first and second and a length and a half second and third.

Pari-mutuel. Cash Sweep. Ticket No.
Winner: \$128.20 723, \$2,357.60
1, 10.50 207, 673.60
2, 8.90 411, 338.80
Unplaced starters:—Nos. 88, 193, 751, 535, 60, 110, 722, 198.

6.—FIVE FURLONGS RACE.

For all China ponies that have run in Hongkong and not won an official race since January 1st, 1921, other than races confined to Hongkong subscription griffs of both classes. Winners at this meeting barred. 1st prize, \$250; 2nd prize, \$100; 3rd prize, \$75.

Hon. Mr. A. G. Stephen's Fattion, 146 lbs. (Mr. T. W. Doyle) 1
Mr. Ferdinand's Pawshop, 148 lbs. (Mr. Soares) 2
Mr. Blank's Oranby, 155 lbs. (Mr. Gibson) 3

Mr. C. P. Templeton's Mouldy (late Leopard), 155 lbs. (Mr. Templeton) 0
Mrs. Leslie Smith's Louisa, 155 lbs. (Major Timmins) 0
(Continued at foot of next column.)

SPORT.
LAWN BOWLS.

A League match was played on the K.C.C. ground, on Saturday, between the K.C.C. and the Craignower O.O., which resulted in a win for the former. Appended are the scores:—

No. 1 Risk.		CRAIGNOWER.	
K.C.C.	T. Wright.		
H. E. Stevens.	W. Lee.		
J. Hyde.	J. Osberry.		
C. Bond.	J. Thompson.		
J. McMurtrie.	(Skip) 23.		
No. 2 Risk.		(Skip) 14.	
R. C. Hunter.	B. Bosa.		
R. E. Nicholls.	L. E. Lammert.		
A. W. E. Davidson.	G. Bradbury.		
A. G. Pile.	L. Rose.		
(Skip) 25.		(Skip) 14.	

No. 3 Risk.		(Skip) 20.	
D. J. Purves.	W. Rose.		
J. P. Robinson.	Dr. Asger.		
J. M. Jack.	A. Forbes.		
J. Gibson.	T. Pitt.		
(Skip) 20.		(Skip) 8.	

LAWN TENNIS.

QUEEN'S COLLEGE v. C.R.C. "B."

This match was played on the College ground on June 2nd, and resulted in a win for the home team by 51 games to 48. Scores:—

Kay and Ralston beat Lay and Cheng, 8-5; beat Lau and Lau, 8-3; lost to Gittens and Lee, 4-6.

Crook and Iamall beat Lay and Cheng, 8-5; beat Gittens and Lee, 5-3; lost to Lau and Lau, 5-4.

Lasing and Curruent lost to Lay and Cheng, 3-8; lost to Lau and Lau, 5-0; beat Gittens and Lee, 7-4.

SUCCESSFUL POLICE CONCERT.

At the Police Headquarters, on Saturday evening, an excellent concert was given by members of the Force and their children and friends, in aid of the Hongkong Women's Guild and the Ministering Children's League (Police Branch). One of the most successful items was a song with chorus, entitled "Bubbles," rendered by Miss Blackman and a chorus of children who blew bubbles on the stage, with an absence of nervousness which was quite charming. The children who took part were: the Misses Blackman, M. Davitt, O. Gerard and E. Garrod and Masters F. Angus, Davitt, W. Pitts, N. Gerard and E. Angus.

Others who contributed to the programme were: Mrs. H. A. Jones, Miss Lamberton, Messrs. Dredge, Stanford Haggard and W. Gerard (songs); Mr. Condon (step dance); Mr. Masters (comic dance); Mr. Savage (magic) and Messrs. Barnshaw and Murphy (recitations). The following were members of a pierrot chorus: the Misses Gerard, Gerard, Woolley, Angus and E. Woolley, and E. Woolley, and Messrs. Barnshaw, Condon, Dredge, Hillyer and Gerard. Bouquets were presented to Mrs. King and Mrs. Alexander in recognition of their share in organising the entertainment, and the Captain Superintendent of Police (Mr. E. D. C. Wolfe) at the conclusion of the concert expressed the thanks of all present to those who had contributed to make the evening so successful.

Mr. Topside's Mountain Stream, 155 lbs. (Mr. F. Sutton) 0
Mr. Frederick Ellis's Pantile, 155 lbs. (Mr. Stopped) 0
Mr. Dyer's Harlequin, 155 lbs. (Mr. Thompson) 0

Mr. P. C. Potts' Coal King, 155 lbs. (Mr. Potts) 0
Hon. Mr. P. H. Holyoak's Mystic Dahila, 152 lbs. (Mr. Sewell) 0
Mr. H. P. White's Merryand, 152 lbs. (Mr. Kremer) 0

Mr. P. C. Potts' Moorland King, 152 lbs. (Capt. Spinks) 0
Half a length between first and second, a length and a length between second and third.
Time: 1min. 18sec.

Pari-mutuel. Cash Sweep. Ticket No.
Winner: \$11.30 742, \$2,241.40
1, 7.20 717, 640.40
2, 13.10 294, 329.20
Unplaced starters:—Nos. 502, 303, 148, 131, 729, 395, 510, 377, 698, 584.

7.—ONE AND A QUARTER MILE RACE.

Handicap.—For China ponies. 1st prize, \$300; 2nd prize, \$150; 3rd prize, \$75.

Mr. Seth's The Amerer, 147 lbs. (Mr. Doyle) 1
Mr. John Bell-Irving's Jawleyford (late Dolphin), 162 lbs. (Mr. Bell-Irving) 2
Mr. Albert's Spoil Child, 146 lbs. (Mr. Soares) 3

Messrs. Braywood and Leitch's Flywheel, 154 lbs. (Mr. Gibson) 0
Dr. Forsyth's Neston, 150 lbs. (Mr. Sewell) 0
Dr. Forsyth's Leighton, 150 lbs. (Mr. Sutton) 0

Mr. Soares' Forest Child, 150 lbs. (Mr. Remedios) 0
Mr. Dyer's Beggar King, 150 lbs. (Mr. Thompson) 0
Mr. H. P. White's Carpenter, 148 lbs. (Mr. P. Kremer) 0

Sir Ellis Kadoorie's Kandy Chief, 147 lbs. (Capt. Spinks) 0
Mr. Ferdinand's Tuckshop (late Only Hope), 145 lbs. (Mr. Alves) 0
Four lengths between first and second, three lengths between second and third.

Pari-mutuel. Cash Sweep. Ticket No.
Winner: \$30.50 171, \$2,774.50
1, 7.20 60, 783.20
2, 7.90 585, 396.60
Unplaced starters:—Nos. 131, 482, 100, 418, 398, 209, 64, 668.

COMPANY MEETING.
GANDE PRICE & CO. LTD.

The fourteenth ordinary annual meeting of Gande Price & Co., Ltd., was held at the office of the Company, 8, Queen's Road, at noon, on Saturday. The Hon. Mr. Lau Chu-pak presided and there were present: Messrs. S. C. Pank (managing director), C. H. Lyson and Lau Pong-wing (directors), C. Bond (secretary), and four shareholders.

The CHAIRMAN said:—The nett profit for the year under review is \$16,162.61, which is a decrease of \$15,377.96 as compared with that for the previous year. This, your directors attribute to the fact that some of our lines had to be sold at very low prices to meet competition by other dealers, who were apparently able to take advantage of the high exchange then prevailing, whereas we had to dispose of our stock laid down at lower rates of exchange. The profit of \$16,162.61, together with the balance of \$1,855.58 brought forward from credit of profit and loss account for 1919, makes a total credit of \$30,818.19 which your directors recommend to be disposed of as follows:—To pay a dividend of \$1 per share on 19,105 shares which will absorb \$19,105 and carry forward the balance of \$2,713.16 to this year's account. The Company has now to face the effects of the increased duty on wines and spirits, and it remains to be seen to what extent it will affect consumption. We are fortunate in having a large stock reserve of the value of \$35,000 also a general reserve of \$20,000 to fall back upon, should we require it, but your directors sincerely trust that instead of having to draw on our general reserve, we may, at the end of the current year, be in a position to further strengthen it. Gentlemen, I think you will agree with me that despite adverse circumstances, we have had a satisfactory year.

Mr. J. J. Blake seconded the motion for the adoption of the report, which was carried unanimously. Mr. S. C. Pank was unanimously re-elected as a director of the Company; and Messrs. Lowe, Bingham & Matthews were unanimously re-elected as auditors for the ensuing year at a fee of \$750.

THE SPIDER AND THE FLY.
A CASE FOR THE PO LEUNG KUK.

A Chinese lady had been missing things hung out to dry, so she set a trap. She wrapped up a hand-bell in a coat, concealed herself, near by, in the clothes basket, and awaited events. Before long, the tinkling of the bell gave the signal that the ruse had been successful; the lady popped out of her hiding-place and captured her prey.

The capture was exhibited to Mr. R. E. Lindsell, at the Magistrate's on Saturday morning, by Inspector Appleton. In the Police Court, laughter and tears are never far apart. Everyone laughed as the Inspector told how the Chinese lady, taking a leaf from the book of the Scottish national hero—had learned a lesson from the habits of the spider, but no one laughed at the sight of the poor little "fly."

It was a diminutive *maui tau*, apparently nine or ten years of age, ill kept and ill clad. The wee mite was put in front of the dock; if she had been put inside, no one would have been able to see her.

A Chinese man and woman, apparently well-to-do, came forward as the persons responsible for the child. The man explained that the child was the *maui tau* of his mother-in-law, who was away in the country.

"She is left in your charge," said the Magistrate, "but she does not look as if you took much care of her. She is very unkempt. You appear to be respectable people; why don't you look after her?"

In reply to the Magistrate, the child said she was 13 years of age. The Magistrate: She is about ten, I think. (To Inspector Appleton): She had better go to the Secretary for Chinese Affairs. Meanwhile make arrangements to send her to the Po Leung Kuk.

The endorsement on the charge sheet "Remanded in police custody till Tuesday, at 10 a.m.," sounds rather grim, but in this case it means a charter of freedom. To how many more children in this British Colony would "police custody" be a release from bondage?

PROTECTION OF FOREST GUARDS.

AN ANOMALY IN LOCAL LEGISLATION.

Attention was called by Mr. Lindsell, at the Magistrate's, on Saturday, to a curious anomaly in local legislation. A section of an Ordinance provides for the protection of forest guards and two men were charged under it for assaulting a forest guard at Hongkewich who was trying to arrest a man who had cut down a tree. Under the section, the defendants, who were convicted, had to be given the option of a fine, and the Magistrate remarked that if they had been charged with a common assault he could have sent them to prison without the option of a fine, which the seriousness of the particular case before him warranted. Inspector Blackman, however, said that he felt bound, as an Ordinance specially protected forest guards, to charge the defendants under that Ordinance. The Magistrate imposed a penalty of \$100 or six weeks' imprisonment.

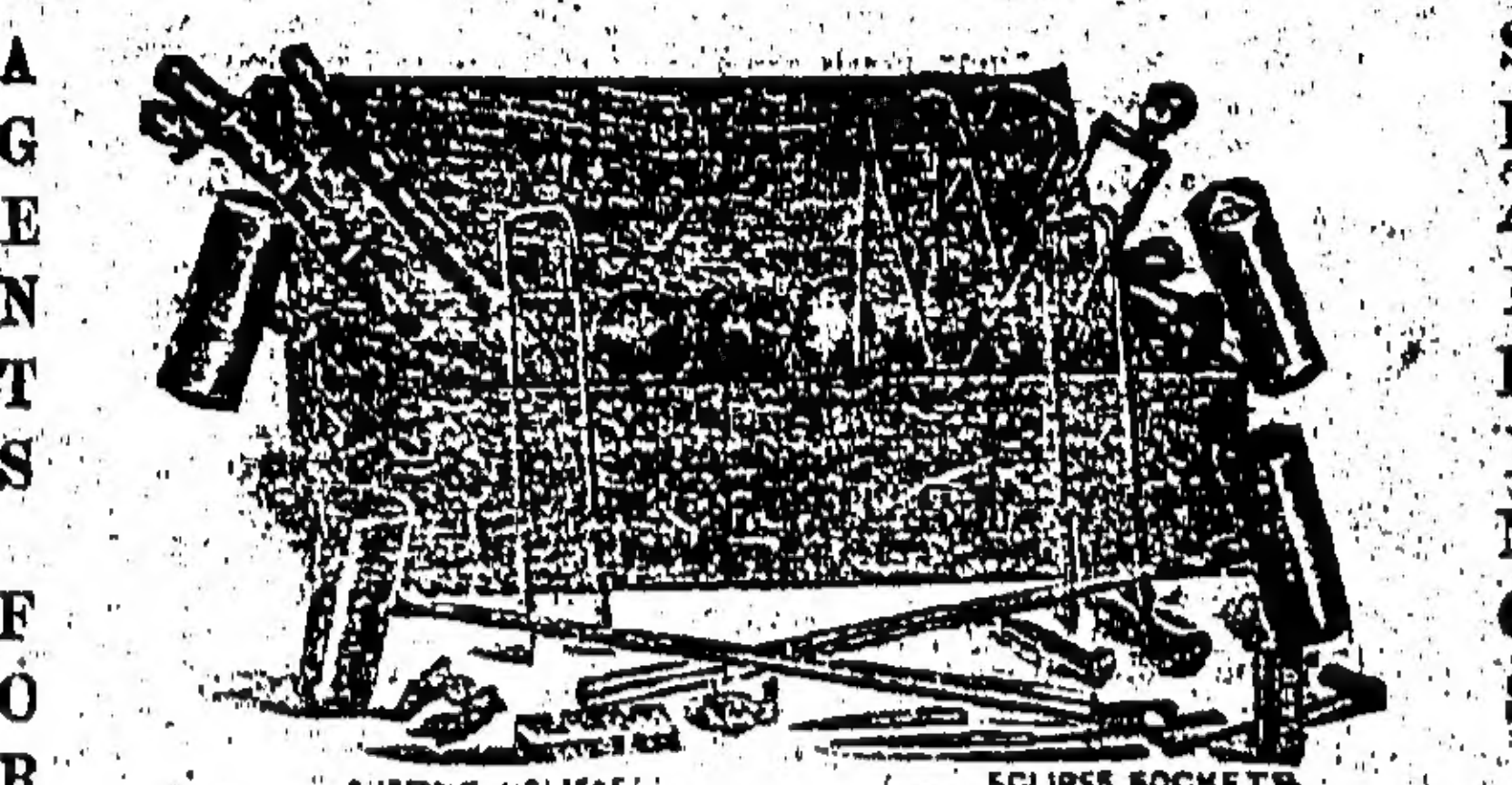
ILL-TREATING CHICKENS.

A STALL-HOLDER'S AMUSED SURPRISE.

A Chinese stall-holder was much amused on Saturday, when a public official complained to him that his workmen were ill-treating chickens, which they were throwing, tied in bundles of five, into a large crate. He seemed to think it quite entertaining that anyone should bother about the feelings of chickens. At the Magistrate's later on in the morning, the stall-holder, to use a colloquialism, "laughed on the other side of his face," when he had to pay a \$10 fine. His servants were fined \$5 each.

SPORTS DEPARTMENT

NOW IN STOCK.

TAYLOR'S | JAQUES
LAWN BOWLS. | CROQUET SETS.MEDICINE BALLS. | PUNCHING BAGS.
INDIAN CLUBS. | DEVELOPERS.
GRIP DUMBBELLS. | SHUTTLE COCKS.

LANE, CRAWFORD & CO.

THE TYPHOON SEASON

IS NOW APPROACHING.

Be forewarned—
by having one of the latest improved BAROGRAPHS—and be forearmed.LANE, CRAWFORD & CO.
HONGKONG.

THE ANDERSON MUSIC COY.

BEG TO ANNOUNCE THEIR TUNERS

BEING IN SUCH DEMAND AT PRESENT

IT IS ADVISABLE TO GIVE TWO DAYS'

NOTICE FOR A SPECIAL TUNING.

16, DES VŒUX ROAD, C.

"HOTEL DE FRANCE,"

23, BOULEVARD ROLLANDES, HANOI.

UNDER New Management. Most Comfortable Rooms with Private Sitting-Room and Bath-Room attached to each room. French Cooking. Several Small Dining-Rooms for Families.

Powell

TELEPHONE 3146.

BATHING SEASON.

WE ARE NOW SHOWING A LARGE ASSORTMENT OF GENTLEMEN'S

KNITTED BATHING COSTUMES

IN THE LATEST COLOURINGS

BLUE, BROWN & GREEN HEATHER ALSO PLAIN NAVY.

\$4.00 PRICES TO \$12.50

HIGH-CLASS GENTLEMEN'S OUTFITTERS.

BRITAIN'S LABOUR TROUBLES:

ENGINEERING TRADE OUTLOOK: PREMIER'S LAST WORK TO MINERS.

DISASTROUS CLOUD-BURSTS: BUSINESS QUARTER OF TOWN DESTROYED.

LATEST CABLES.
(THROUGH MAYER'S AGENCY.)
THE COAL DISPUTE.
NO FURTHER OFFER.

LONDON, June 4th.
The Premier has replied to the miners' Executive that the Government has nothing further to propose. Its offer of May 27th cannot be prolonged more than a fortnight.

HOPE OF EARLY SETTLEMENT.

LONDON, June 4th.
The fact that several railways have announced an increase in train services and the reports that miners in one or two districts are displaying an inclination to resume work are regarded as confirming the hopes of an early coal settlement.

The miners in Swinwick, Derbyshire, resumed yesterday, agreeing to a temporary settlement, and to-day work is proceeding satisfactorily. Large numbers are engaged in clearing the heavy falls on the underground roadways and ponies have been taken down.

There was a partial resumption at the Haywood colliery, in Lancashire, to-day.

The Executive of the Miners' Federation met in London to-day. Interviewed beforehand, they declared that they themselves were unanimous in rejecting the coal-owners' latest offer, but after a conference lasting two hours the Executive received a message from the Premier and adjourned till June 8th to consider it.

DESIRABILITY OF MINERS' BALLOT.

LONDON, June 5th.
The definiteness of the Premier's letter to the miners' Executive has created a sensation among the recipients. A significant point in the letter is the suggestion that the miners' ballot be taken on the rejected Government proposals during the fortnight while the offer is still open. So far the rejection has been the result of the voting of the district councils.

The Sunday Times insists on the desirability of ballot meetings being held. Colliery and engineering men in Scotland are demanding a ballot as a test of the real feeling of the miners on the question of resumption.

COAL OWNERS' OFFER.

LONDON, June 4th.
Notwithstanding the miners' rejection of the Government proposal, there is a firm impression among the recipients that the offer will be settled at an early date. It is believed that the owners' reply to the Government, dated last night, which indicates the points on which an agreement can be reached. The reply, besides laying down views, enters into particulars which elucidate the terms of the previous offer. Moreover, it contains a plan for providing improvements on it, which would increase colliers' pay under the revised conditions.

The owners, further, agree to a subsistence wage for low-paid workers. The miners are again meeting to-day, when they are likely to consider the foregoing, as also a well-supported proposal from Northumberland that a national conference be convened to discuss the position.

EARLIER CABLES.

MINERS REJECT GOVERNMENT'S PROPOSALS.

OWNERS STILL OBSTINATE.

LONDON, June 3rd.
The mine owners have replied to the Government's proposals stating that no progress can be made towards settlement as long as the miners persist in demanding a national pool and national settlement of wages. They suggest the establishment of a national board, with a neutral chairman whose decisions would be final to deal with standard wage and the ratio of profits to wages.

The miners have also replied merely intimating that all districts have rejected the Government's proposals.

LONDON, June 3rd.
Swinwick collieries in Derbyshire, normally employing 1,000 men, reopened this morning, the men having accepted a flat rate reduction of 2s. 6d. per shift with a mutual undertaking to abide by the terms of the general settlement.

CABLES TO THE FAR EAST. VASTLY IMPROVED SERVICE IN A FEW WEEKS.

LONDON, June 3rd.
An Eastern Telegraph Company official states that the recent delay in cablegrams to India and the Far East was due to a temporary interruption necessitated by large renewal work on the Company's Red Sea cables in order to increase their carrying capacity. When the work is completed, the service to India and the Far East will be vastly improved. It is hoped that this improvement will be effected in a few weeks.

LATEST CABLES. THE SILESIAN IMBROGLIO. SERIOUS POLISH EXCESSSES.

LONDON, June 5th.
Reuter is informed that the situation in Upper Silesia has not improved. Insurgents are blowing up bridges and preventing the passage of food trains. Parties of Poles are firing on engineers who are repairing the lines.

The Poles have seized Pless and hoisted the Polish flag. The French garrison at Pless remains in barracks. The Poles have surrounded Tarnowitz and seized the railway station, though the French remain in the town.

REICHTAG VOTE OF CONFIDENCE.

BERLIN, June 4th.
In the Reichstag, the German National Communist motions, refusing vote of confidence, were rejected overwhelmingly. The vote of confidence introduced by the three Coalition parties, approving of the Government's declaration regarding the fulfilment of the ultimatum, was adopted by 212 votes to 77.

The second section of the resolution dealing with the Government's attitude towards Upper Silesia, was also passed by a big majority. The German People's Party abstained from voting.

NECESSITY OF RESTORING ORDER.

PARIS, May 30th (delayed).
While readily concurring with the British Government's view of the expediency of the meeting of the Supreme Council at Boulogne to discuss the Upper Silesian problem, the French Government, according to Le Temps, has expressed the opinion that order should first be restored there so as to make sure that the Council's decisions shall be respected by Poles and Germans alike.

FEELING IN FRENCH CIRCLES.

PARIS, May 31st (delayed).
French political circles feel gratified at the German Government's prompt acceptance of the French proposal for appointing an experts committee on the Upper Silesian problem.

BOURSE STAFF ON STRIKE.

STRANGE SCENES IN AMSTERDAM

AMSTERDAM, June 4th.
The stock-brokers recently decided that the Bourse be closed on Saturday from June to October. The Government ordered that the closing be applicable only to July and August. The staff of the Bourse, spent to-day, however, singing, whistling, smoking and letting off fireworks, and prevented the issue of quotations.

TRIAL OF WAR CRIMINALS.

SENSATIONAL END OF LAST BRITISH CASE.

LONDON, June 4th.
The trial in the fourth and last of British cases of German war criminals was concluded when Karl Neumann, the submarine commander who sank the hospital ship Dover Castle, was acquitted on the ground that he was bound to obey the orders of his superiors.

COURT'S JUSTIFICATION OF VERDICT.

LATER.
The President said that the German Government will bear all the costs of the Neumann case. He said that all civilised nations recognised the principle that a subordinate was covered by the orders of his superiors. There was nothing to prove that the accused was guilty of cruelty, as the Allies alleged. The Court expressed the opinion that his orders were justified.

LIMITATION OF ARMAMENTS.

SUPPORT OF PRESIDENT HARDING.

WASHINGTON, June 5th.
The Foreign Affairs Committee of the House of Representatives has approved a resolution—drawn up by the Chairman, Mr. Porter—after conferring with President Harding—declaring that Congress fully concurs in the President's intention of calling an international conference on the limitation of armaments, and appropriates \$100,000 to meet the preliminary expenses of the Conference.

BURMA RAILWAY STRIKE.

MEN'S UNCONDITIONAL SURRENDER.

RANGOON, June 4th.
The strike on the Burma Railway, which was in progress since April 25th, has come to an end, the strikers requesting unconditional reinstatement.

THE OLYMPIAD.

NEXT IN PARIS.

LAUSANNE, June 4th.
The International Olympic Congress has decided to hold the eighth Olympiad in Paris in 1924, and the ninth in Amsterdam in 1928.

ADMIRAL SIMS.

DINNER AT DOWNING STREET.

LONDON, June 4th.
There was a distinguished gathering, including Mr. Davis, Mr. Massey and numerous Cabinet Ministers, at the dinner given to Admiral Sims at Downing Street by the Premier on behalf of the Government.

WOODEN VESSELS.

U.S. SHIPPING BOARD DECISION.

WASHINGTON, June 4th.
The Senate has directed the Shipping Board to sell all wooden vessels before October 1st.

FLOODS AND CLOUDBURSTS. DISASTROUS RESULTS IN EAST COLORADO.

DENVER, June 4th.
Cloud bursts and floods have caused havoc among crops and live-stock in East Colorado, especially in Pueblo. Hundreds have been forced to flee from their homes in boats.

WHOLE BUSINESS QUARTER DESTROYED.

DENVER, June 5th.
One hundred and thirty-two bodies have been recovered in Pueblo. They were the victims in a cloud-burst. It is estimated that ten million dollars is the amount of the damage done. A 6-foot wave destroyed practically the whole business section, including the Armour packing plant building. Fires broke out everywhere, and were extinguished with difficulty.

ITALIAN HEROES.

IMPRESSIVE CEREMONY IN FRANCE.

PARIS, May 30th (delayed).
An impressive ceremony took place at Nîmes, in Champagne, in honour of the three thousand Italian soldiers who fell there in 1917, in defence of European liberties. Marshal Foch, Marshal Petain, the Italian Ambassador, the Italian General Abbrici and delegations of several Italian and French regiments were present.

BEYROUT FAIR.

VISIT OF SIR HERBERT SAMUEL.

BEYROUT (Syria), May 30th.
Sir Herbert Samuel, High Commissioner of Palestine, and the British Admiral De Robeck were the guests of General Gouraud, the French High Commissioner of Syria, and Admiral De Bon on board the battleship Lorraine. Cordial toasts were exchanged.

EARLIER CABLES.

IRISH PROBLEM.

OUTNUMBERED POLICE DEFY SINN FEINERS.

LONDON, June 3rd.
Two hundred Sinn Feiners ambushed 28 police near Borrisokane in the morning. Four police were killed and five wounded.

In the ambush at Westport (reported in Saturday's cables) six police took refuge in a house after the remainder had been killed and wounded. The attackers demanded their surrender. The police replied that they would continue to fight till their ammunition was exhausted. The attackers thereupon threatened to kill the wounded, but police reinforcements then arrived.

LATEST LIVERPOOL OUTRAGES.

AN OUTRAGE ATTRIBUTED TO SINN FEINERS.

LONDON, June 3rd.
An outrage attributed to Sinn Feiners occurred at Liverpool, last night, when 50 main telephone wires to Leeds and 30 wires to the North were cut and poles cut down elsewhere. Communications with the North have been seriously affected.

RUBBER EXHIBITION.

MANY TROPICAL PRODUCTS REPRESENTED.

LONDON, June 3rd.
The exhibition of rubber and other tropical products in the Agricultural Hall, which opened to-day, is interesting not only by reason of the wide range of products but also because of the manifold articles manufactured from them. Messrs. Lever Brothers' stall very impressively displays articles the firm manufactures together with raw products from its African agencies. The Gold Coast has a striking and artistic exhibit. Malaya and Ceylon are worthily represented. A noteworthy feature is an exhibit of rubber linoleum which, according to Sir Ernest Birch, is capable of absorbing 30,000 tons of raw rubber annually.

The Netherlands section is sub-divided into Sumatra, Java, and East Java, and the famous Netherlands Government Rubber Institute at Delft splendidly displays its various mechanical and other devices. The whole of the exhibition is illustrated by maps, photographs, soils, samples of crude rubber, tools, and seeds. A subsection is allotted to the gutta-percha cultivation carried on at the Netherlands India Government plantations in Java. Palm oil, tea, cocoa, and coffee are also included.

NEW GOVERNOR-GENERAL OF CANADA.

IT IS OFFICIALLY ANNOUNCED THAT GENERAL SIR JULIAN BYNG G.C.B. HAS BEEN APPOINTED GOVERNOR-GENERAL OF CANADA.

General Byng, first Baron of Vimy and seventh son of the second Earl of Strathford, has served in the Sudan Expedition, South Africa, and the European War. He holds British, French, Belgian, Russian, and Serbian war distinctions. For his part in the European war he was thanked by Parliament for his distinguished war services and granted £50,000.

MURDER OF TAALAT PASHA.

YOUNG ARMENIAN STUDENT ACQUITTED.

BERLIN, June 3rd.
Tolizian, the young Armenian student, charged with shooting Taalat Pasha, the former Turkish Grand Vizier, on March 3rd, has been acquitted.

LATEST CABLES. BIRTHDAY HONOURS.

C. B. FOR COLONEL J. YOUNG.

LONDON, June 4th.

The Birthday Honours include the following—
Commandership of the Order of the Bath—Admiral of the Fleet, Lord Curzon.

EARLIER CABLES.

EARL CURZON MADE A MARQUIS.

LONDON, June 3rd.

The Birthday Honours include the following—
Earl Curzon becomes a Marquis. The Lord Chancellor (Lord Birkenhead) is created a Viscount.

New Baronets include Sir Henry D'Arby, Sir Ailwyn Fellows, and Sir Marcus Samuel.

New Baronesses include Mr. William Berry, Editor of the Sunday Times. Sir Robertson Nicoll is made a member of the Order of Companions of Honour.

[George Nathaniel Curzon, K.G., G.C.S.I., G.C.I.E., M.A., P.C., F.R.S., D.C.L., L.L.D., J.P., D.L., has been an Irish representative Peer since 1908. He was appointed Secretary of State for Foreign Affairs in 1919; has been leader of the House of Lords since 1914; was a member of the Imperial War Cabinet in 1918. He was Viceroy and Governor-General of India from 1899 to 1905. He has travelled extensively in Central Asia, Persia, Afghanistan, the Pamirs, Siam, Indo-China, and Korea. His published works include "Problems of the Far East," 1894.

The Rt. Hon. Sir Henry James Darnley, P.C., and M.P. for Kircaldy Burghs since 1909, is a newspaper proprietor and chairman and managing director of the Daily Chronicle and Lloyd's News. He is also managing proprietor of the Pall Mall Gazette, Reynolds's Newspaper, and The Era.

The Rt. Hon. Sir Ailwyn Fellows, P.C., K.B.E., was Vice-Chamberlain of Queen Victoria's Household from 1905 to 1909, Junior Lord of the Treasury from 1909 to 1913, and President of the Board of Agriculture from 1905 to 1909.

Sir Marcus Samuel, whose name is well-known in the Far East, introduced the transport of petroleum in bulk through the Suez Canal and developed large oilfields in the Far East. In 1915 he received an official vote of thanks from the Lord Commissioner of the Admiralty for his services of the utmost importance to the fighting forces at the present time.

William Ewart Berry has been Editor-in-Chief of the Sunday Times since 1915. He founded the Advertising World in 1901, and has owned and edited various other journals.

Sir William Robertson Nicoll, Kt., M.A., LL.D., has been Editor of the British Weekly since 1887. He has written many books, including numerous theological works. The Order of the Companions of Honour, created by King George V. on June 21st, 1917, is restricted to 50 members and is of one class only, to which women are equally eligible with men. The Order carries with it no title, and is conferred for conspicuous services of national importance. The Order ranks next to and immediately after the First Class of the Order of the British Empire.]

THE OAKS.

LOVE-IN-IDLENESS WINS COMFORTABLY.

LONDON, June 3rd.

The result of the Oaks was as follows:
Love-in-Idleness 1
Lady Slipper 2
Longsuit 3

Twenty-two horses ran. There were three lengths between first and second, and a neck between second and third.

The betting was as follows: Love-in-Idleness 5-1, Lady Slipper 2-1, Longsuit 10-1.

Gesture led till near Tattenham corner closely attended by Bettina, Keoptime, Princess of Mars, and Love-in-Idleness. The latter went to the front and won easily.

Time 2min. 32.3secs.
The King was present.

The runners were identical, with the probabilities published on Friday as follows:—Picardy (Jones), Pompadour (Brehnan), Longsuit (Lane), Hasty Match (Fox), Vilna (A. Smith), Princess of Mars (A. Balding), Donna Tirana (Wragg), Clear Tracer (Colling), Keoptime (Gardner), Nipper (F. Bullock), Strathleven (V. Smyth), Gesture (Donoghue), Le Veneur (Hulme), Bettina (Bellhouse), Le Veneur (Whalley), Orange Maiden (J. Leach), Nutcracker (Carlsake), Venetia (O'Neill), Love-in-Idleness (Childs), Tishy (Evans), Star of Blyth (Burns) and Lady Slipper (P. Mason).

AMERICA AND GERMANY.

ANOTHER RESOLUTION TO TERMINATE STATE OF WAR.

WASHINGTON, June 3rd.

Mr. Porter, chairman of the House of Representatives foreign affairs committee, is introducing in the House of Representatives immediately a resolution to terminate the state of war with Germany and Austria as a substitute for the Knox resolution.

LADIES' GOLF FINAL.

LONDON, June 3rd.

In the final of the ladies' golf championship at Turnberry, Miss Letch beat Miss Wetherby by 4 up and 3 to play.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

THE ANGLO-JAPANESE ALLIANCE.

LONDON, June 3rd.

Mr. B. Lenox Simpson, political adviser to the Government of China, arrived in London to explain the view of China with regard to Far Eastern problems, particularly the Anglo-Japanese Alliance. He expects to remain in England two months. Referring to his conferences with members of the American and Canadian Governments, Mr. Simpson said that he found in America general agreement with the statement of Senator McCormick that though possible Britain and Japan could make a treaty acceptable to the American Government they could not make a treaty acceptable to the American people who had decided the American policy in the last election. He said that the American administration with whom he had discussed the question showed great anxiety with regard to the naval question, and that America was strengthening herself in every way possible by shipbuilding, dock construction, etc.

AN ANGLO-JAPANESE ALLIANCE.

Conversing with members of the Canadian Parliament he found them unanimous in the view that if the Alliance were renewed in any form they would insist on the inclusion of a clause whereby the treaty must be ratified by the Canadian Parliament before it became binding.

Before he left Peking the Chinese Foreign Minister told him that China would regard renewal of the treaty as a formal ratification by Great Britain of Japanese policy in China during the war, including questions such as Shantung. He emphasised that China had no real quarrel with Japan. It was only a question of policy and interpretation of documents. All ill-feeling between China and Japan would disappear very rapidly if the Chinese views were duly considered. He concluded by referring to the possibility of an anti-British boycott in China owing to the intense feeling of Chinese merchants due to the native press incessantly alleging that Japan was only an instrument for British policy, and that Great Britain was chiefly responsible for the whole position in the Far East.

PRINCIPAL CHINESE DELEGATE IN LONDON.

LONDON, June 4th.

Dr. Wang Chung-hui has arrived here.

CROWN PRINCE OF JAPAN IN FRANCE.

PARIS, May 31st (delayed).

The Japanese Crown Prince arrived at Havre on board the Katori, under an escort of French destroyers. A large crowd gave the Prince a very hearty welcome.

Parisian papers devote many articles to the long traditional friendship between the French and the Japanese nations, and to the importance of their close co-operation in the Far East.

CHINESE MISSION ENTERTAINED BY KING OF BELGIUM.

BRUSSELS, June 3rd.

The King gave an audience to the Chinese Mission headed by Mr. Chu Chi Chien. The Belgian Foreign Minister and the Chinese Minister at Brussels were present. Subsequently a banquet was given at the Palace in honour of the mission, the guests including the Ministers of Foreign Affairs, Labour, Science and Art, the Burgomaster of Brussels and the rectors of Belgian universities.

CHINESE MINISTER DINES WITH AMERICAN AMBASSADOR.

LONDON, June 3rd.

Dr. Wellington Koo, the Chinese Minister to London, and his wife dined with the American Ambassador, Colonel Harvey. There were numerous Foreign Office and Diplomatic Corps guests, including Sir John and Lady Jordan.

LATEST CABLES.

CRICKET.

AUSTRALIANS v. MIDDLESEX.

LONDON, June 4th.
At Lords, before a crowd of 20,000, in fine weather, the Australians won the toss and put Middlesex in. Middlesex made 111 runs in 180 minutes, Henderson contributing 34. Armstrong took 5 wickets for 15 runs.

Australians had made 85 for 6 wickets at the close of play.

EARLIER CABLES.

AUSTRALIANS BEAT CAMBRIDGE.

LONDON, June 3rd.

Cambridge made 128 runs. Malley took seven wickets for 37 runs. The Australians won by an innings and 14 runs.

COUNTY MATCHES.

Somerset beat Essex by an innings and 47 runs; Kent beat Warwick by 75 runs; Middlesex beat Nottinghamshire by an innings and 197 runs; Hampshire and Surrey played a draw.

THE SECOND TEST MATCH.

Eight players—namely Douglas, Knight, Hobbs, Hendren, Hearne, Wolley, Durston, and Parkin—have now been chosen to represent England in the second test match.

HIGH TREASON.

GERMAN OFFICER WANTS THE EX-KAISER BACK.

BERLIN, June 3rd.

A petty officer at a monarchist demonstration declared that the Leipzig trial were a disgrace. No Englishman should be permitted to enter Leipzig alive. He prayed for the return of the ex-Kaiser, Herr Wirth, the Chancellor, in the Reichstag, said that the man would be tried for high treason.

**PROOF AGAINST ALL
FIRE
BANDITS BURGLARS**



Protected by
an automatic
Dynamite
Tongue

Lock protected
by
a five ply
Chrome steel
Drill proof plate

**HERRING HALL MARVIN
SAFE CO.**

LATEST IMPROVED FIREPROOF SAFES

*Patent Fireproofing Composition
Unequalled in the World to day*

MUSTARD & CO.

Sole Agents

**"THE HEALTHY MIND."
IRRITABILITY A SIGN OF
DISORDER.**

Sir Maurice Craig, lecturing in "The Healthy Mind" at the Institute of Hygiene, recently said it must be understood that the mind is composed of many parts, and it was the proper working of these various parts in relationship to each other that constituted what was termed "the healthy mind." A great deal has been heard lately of the repression of childhood being all-important in the nervous troubles of later life, but he was not one of those who belonged to the Freudian school, whose outlook, he believed, was far too narrow. It was no mere truth that man is the product of the child, and it could not be emphasized too strongly that a happy childhood was essential to a well-balanced adult life. Although there was no need, to fear heredity, there was danger to a child if brought up in a home where the parents were unable and the environment an unhappy one. It was the psychological atmosphere of the home and the school which was the foundation of success in after-life, far more than any scholarship; intelligence should be the aid of education, rather than learning. There were risks in early brilliancy in the children—risks which parents in the gratification of seeing their children standing well with their instructors and school companions, did not always appreciate. Either in the animal or the vegetable kingdom it would be found that rapid development connoted a short life history. By unwise use, or intensive pressure, the energy which ought to be spread over years might be, and too frequently was, exhausted rapidly at an early period of life. Orderliness of mind, he proceeded, was all important. The mind dominated by emotion tended to be "sloppy" and unstable. Irritability was a symptom of mind disorder, and would increase unless steps were taken to control it. An important point to remember was that irritability was more harmful to the person who was irritable than to other people who were exposed to it. On the physical side, with falling nutrition and, consequently, falling bodily weight, a greater capacity for work, accompanied by a feeling of well-being, might be experienced, but when the fall in weight reached a certain stage nervous symptoms suddenly develop. During the war, owing to food restriction, people lost weight, and I would write to the newspapers saying how much better they felt in consequence, but collapse came later, and we were now only just beginning to recover from the stresses of war, of which loss of weight was not a small one, and even now irritability was much more noticeable than it was before the war. Mental hygiene, and all that it stands for, was one of the greatest branches of preventive medicine, and even with our present knowledge it pointed the way by which the number of insane might be reduced by 50 per cent. Mental hygiene was a subject which had been too long neglected, for it possessed in its teaching the knowledge which would lead to greater happiness in the individual, and in this way benefit the race.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIBODAS	JAVA	In port	11th June	SHANGHAI
TJIKEMBANG	SAN FRANCISCO/JAPAN	"	18th June	JAVA
TJIKINI	SHANGHAI	14th June	16th June	MACASSAR/JAVA
CHILDAR	JAVA	12th June	27th June	JAVA

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Lights and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 1574.

York Building First Floor

**VEREENIGDE NEDERLANDSCHE
SCHEEPVAART MAATSCHAPPIJ**

(United Netherlands Navigation Company).

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

**JAPAN PORTS, SHANGHAI HONGKONG AND
MANILA**

**AND
AMSTERDAM, ROTTERDAM, HAMBURG
AND BREMEN**

Sailings subject to alterations.

Steamer	For	Sailing
"ALOHIBA"	July ... AMSTERDAM & HAMBURG	1st July
"BRIELLE"	Aug. ... ROTTERDAM & HAMBURG	6th Aug.
"RADJA"	Sept. ... AMSTERDAM & HAMBURG	4th Sept.
"TJIMANOEK"	Oct. ... ROTTERDAM & HAMBURG	3rd Oct.

For full particulars please apply to—
JAVA-CHINA-JAPAN LIJN.
General Agents, York Building.
Tel. No. 1574

Hotels in Japan & Manchuria

MEMBERS OF JAPAN HOTEL ASSOCIATION.

Average Rates for Single Rooms (without Bath) including meals
¥10-12 in cities and some popular resorts.
¥8-10 in country districts.

IN JAPAN PROPER			
Chuzenji (Nikko) — Lakeside Hotel	Kyoto — Kyoto Hotel	Nagasaki — Japan Hotel	Shimonaka — Daiokwan Hotel
Kamakura — Kamakura Hotel	Miyako Hotel	Nara — Nara Hotel	Tokyo — Imperial Hotel
Kanjin Hotel	Matsumoto — Park Hotel	Nikko — Nikko Hotel	Tokyo Station Hotel
Karuzawa — Karuzawa Hotel	Miyajima — Miyajima Hotel	Kanazawa — Kanazawa Hotel	Tokyo Seiyoken Hotel
Mitsue Hotel	Miyajima Hotel	Nikko Hotel	Yokohama — Grand Hotel
Mampai Hotel	Miyajima Hotel	Otsu — Otsu Hotel	
Kobe — Oriental Hotel	Fujiya Hotel	Shimonaka — Shimonaka Hotel	
Tokyo Hotel		San-yo Hotel	

IN TAIWAN (FORMOSA)
Taihoku — Taiwan Railway Hotel

IN CHOSON

Keijo (Seoul) — Chosen Hotel	Changchun — Yamato Hotel
Fusan — Fusan Station Hotel	Dairen — Yamato Hotel
Shingishu — Shingishu Station Hotel	Hoshigaura — Yamato Hotel

Hotel (Mukden) — Yamato Hotel	Ryojin (Port Arthur) — Yamato Hotel
-------------------------------	-------------------------------------

**CHINA COAST METEOROLOGICAL
REGISTER.**

JUNE 5TH, 1921.

Station.	Hour	Barometer at Sea Level	Temperature	Humidity	Wind		Weather.
					Direction.	Force.	
Vladivostok	6 a.	29.95	41				0
Nemuro	5 a.						
Hakodate							
Tokio							
Kochi							
Nagasaki							
Kagoshima							
Oshima							
Naha							
Ishigakijima							
Bonin Island							
Wei-hai-wei	6 a.	29.9	63	92	NW		0
Hankow							
Ichang							
Kinkiang							
Shanghai		29.67	65	88	WSW	10	o
Gutzlaff		29.63	67	100	WSW	2	o
Sharp Peak	7 a.	29.68	73	90	NNW	2	o
Amoy	8 a.	29.64	77	88			
Swatow							
Tainoku		29.67	73	89	S	2	o
Tai-chu		29.69	73			0	o
Tai-nan		29.66	73			2	o
Kan-hua		29.67	72			2	o
Pescadore		29.69	76		NNW	2	o
Canton		29.64	74	85	S	2	o
Hongkong		29.63	80	86	S	2	o
Gap Rock		29.62			ENE	2	o
Macao		29.67	77	88	ENE	4	o
Wachow	9 a.						
Hohow							
Pakhoi							
Phuilen	7 a.	29.52	79	90	ENE	10	o
Tourane		29.62	84		SW	2	o
Cape Jima		29.73	79		SW	2	o
Asperri	6 a.	29.69	78	84	S	2	o
Dagupan							
Manila		29.67	78	81	WSW	10	o
Legaspi		29.73	79	83	NNW	10	o
Tacloban							
Moilo		29.73	79	83			0
Surigao		29.74	78	81			0
Cebu		29.70	81				0
Yap		4.4729.78			ENE		4
Laogan	6 a.	29.74	80	87	SW		0

1. BAROMETER, reduced to 32° Fahrenheit, on the level of the sea, in inches tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, in short, a detached cloud, drizzling rain, fog, gloom, hail, lightning, or overcast, or passing showers, or equal, or rain, or snow, or thunder, or visibility, or dew, or.
7. RAIN, in inches, tenths and hundredths.

**"THE OLD FOLKS AT HOME."
TRAGIC LIFE OF THE BALLAD
WRITER.**

One of the most popular songs in the world is undoubtedly "The Old Folks at Home." Its author is Stephen Collins Foster. Foster was a prolific ballad-writer and has been called America's premier balladist. In all, says the *Hearts of New York*, he wrote some hundred and seventy songs, including "Old Kentucky Home," "Old Black Joe," "Old Uncle Ned," and, as the *Memorial* writes, all the other Old sweet songs. Morrison Foster, Stephen's brother, tells a good story about "The Old Folks at Home." Stephen, when he had written out the song, was displeased with the name of the river given in the second verse: in the original the verse runs: "Way down upon de Pedee river, Far, far away." There's what my heart is turning o'er. There's what my brothers play. He consulted his brother as to a better name for the river. "What Southern stream do you suggest instead of 'Pedee'?" Morrison offered "Yazoo," which Stephen thought wouldn't do. "Well, let's consult an atlas," said Morrison, who had a practical mind. On a map of Florida, way down at the tip, they found a little river called "Swanee." "That's it, that's it exactly," cried Stephen. And so the original "Pedee" river became the "Swanee" river known to all the world. "The Old Folks" is said to be the most translated of all songs ever written, and is to be heard sung in the most remote corners of the world. Within a few years of its publication, over half-a-million copies were sold. Travellers in remote parts of Asia and Africa report having heard native tribesmen ringing their own words to Foster's emotional melody. Christy, the famous minstrel, was the first to sing the ballad and willingly paid a fee of \$100 for the privilege. Through his most popular compositions, breathed of the Southland, he made only occasional pleasant trips there. He was born in Pittsburgh on July 24th, 1826. Stephen Foster's life was a tragic one. His first two songs he gave away to a friend, who made ten thousand dollars out of them. Marrying in 1850, his life was extremely unhappy. He eventually went to New York, and became a vagabond, friendless and drunken. During this time he composed another song, out of which he made almost nothing. It was at this period of his life that he strayed one day into a store on Broadway and, sitting at a piano, won from the boys the wisest, pleading tune, "Come where my love lies dreaming." A gentleman present offered him five dollars for the rights to the song, and he accepted it gratefully. He died in a public work at the Bellevue Hospital, New York, and is entered on the records as a "labourer." He held a unique position, as no one else has, in the history of folk-songs.

**SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE &
ELECTRIC WELDERS,
MECHANICAL &
ELECTRICAL
ENGINEERS**

**TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.**

—DRY DOCK—

Length 787 Feet.

Length on Blocks 750 Ft.

Depth on Centre of

SILL (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius

BUTTERFIELD & SWIRE

AGENTS.
HONGKONG, CHINA & JAPAN.
Tel. Address: "TAIKOODOCK," HONGKONG.
Telephone No. 512.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.



FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO
via Shanghai, Japan Ports and Honolulu
S.S. "NANKING" S.S. "NILE" S.S. "CHINA"
June 25th July 15th Aug. 9th

HONGKONG to MANILA
S.S. "NANKING" S.S. "NILE" S.S. "CHINA"
June 25th July 13th

HONGKONG to SINGAPORE
S.S. "NANKING" S.S. "NILE" S.S. "CHINA"
June 25th July 22nd

FAST FREIGHT SERVICE
Through Bills of Lading issued to all points in United States & Canada
also
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SUBRIDGE, FREIGHT & PASSENGER AGENT,
PRINCE'S BUILDING, 108 HUNTER STREET.
TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.
No. 1934. No. 2161.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For **BOSTON** and
NEW YORK

For Freight and full particulars apply to
FURNESS (FAR EAST) LIMITED,
Telephone 2166. St. George's Building
Telegrams "Furness"
(128)

A. G. DA ROCHA.AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

No. 2A, D'Almeida Street, Telephone No. 2932.

WEEKLY AUCTIONS.

TUESDAYS—

MISCELLANEOUS GOODS.

THURSDAYS—

VALUABLE
HOUSEHOLD FURNITURE.

SATURDAYS—

EXCELLENT
HOUSEHOLD FURNITURE.**SEAMEN'S INSTITUTE**

21, PRAYA EAST, HONGKONG.

FOR the use of all Men 2, the Mercantile Marine and H.M. Navy.
Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.
Private Cabins and beds in Dormitories.
Motor Launch "Dayspring."**JUST RECEIVED**

Nice Assortment of

FINE ART**PICTORIAL POST CARDS**Types of Beauties, Children,
etc., etc., etc.

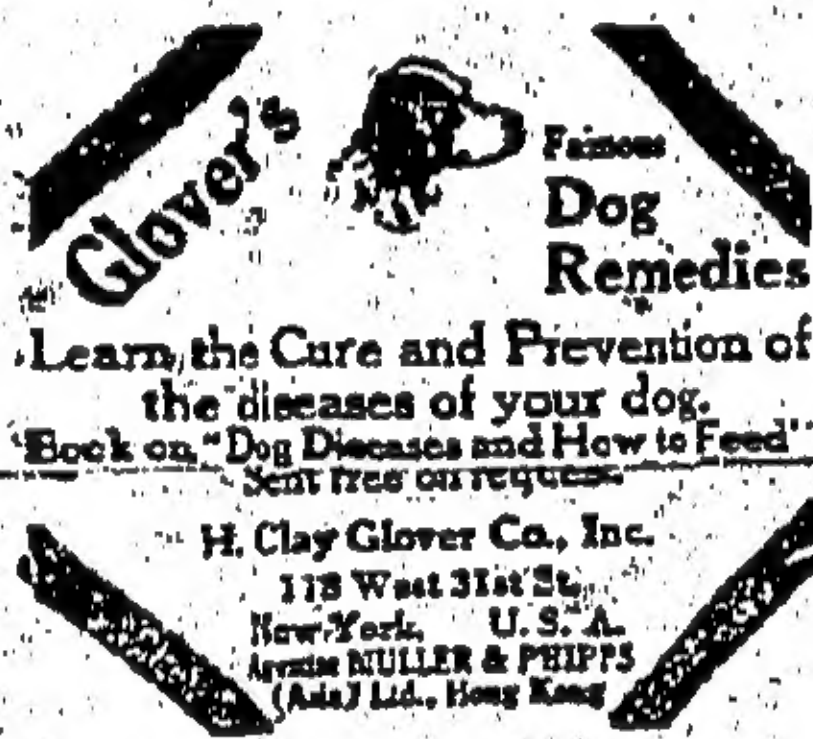
at 75 cents per dozen.

GRACA & CO.,Dealers in Post Cards, Postage Stamps,
Garden Seeds, Toys, etc.

No. 10, WYNDHAM STREET,

HONGKONG.

P.O. Box 930.



Glove's Dog Remedies
Learn the Cure and Prevention of
the diseases of your dog.
Book on "Dog Diseases and How to Feed"
Sent free on request.

H. Clay Glover Co., Inc.
113 West 31st St.
New York, U.S.A.
Agents: HULL & PHIPPS
(Adm.) Ltd., Hong Kong



SANTAL MIDY
These tiny Capsules—superior
to Copal, Cubebs, and Injections—
CURE the same dis-
eases as these drugs in
FORTY-EIGHT HOURS
without inconvenience.
Each Capsule bears the name.
Paris, 8, rue Vivienne
Sold by all Chemists.



VETARZO
FOR THE TREATMENT OF ALL
KINDS OF VERMIN AND
PARASITES.
KILLS ALL KINDS OF
VERMIN AND PARASITES.
FOR THE TREATMENT OF ALL
KINDS OF VERMIN AND
PARASITES.

NOW ON SALE.

"DIRECTORY & CHRONICLE"CHINA, JAPAN, STRAITS SETTLEMENTS,
INDO-CHINA, PHILIPPINES
Etc.

for 1921

1,000 PAGES! 14 MAPS!

SPECIAL NEW MAP OF HONGKONG
AND THE NEW TERRITORIES.PUBLISHED BY
ABRIDGED EDITION**SCOTTISH SPORT.**END OF THE RUGBY SEASON.
SEMI-FINALS IN THE CUP.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, March 30th.

Watsonians finished their Scottish programme with a good victory over Jed Forest, and have thus made "siccar" their claim to Championship honours. The long sequence of victories which had been obtained by the Border team suggested that they might prove stubborn opponents of the Myresiders, but there was never any doubt as to the result. The Watsonians success was thoroughly deserved. Once again A. W. Angus was the dominating influence, and his association with I. J. Dunn enabled the Watsonians to score three of the four tries in the match. The play of Jed Forest was not at all up to form. Their forwards played quite well and held their own, but their young back division was apparently unmoved by the importance of the occasion. The return fixture between Stewartians and Heriotians ended in a pointless draw, although on the run of the day Stewartians were unfortunate in not adding another victory to their list. Gala gave another wonderful display against Royal High School F.P.'s. Glasgow Academicals had a really fine victory over West of Scotland.

Watsonians, 18; Jed Forest, 0.
Glasgow Academicals, 17; West, 0.
Gala, 4; R.H.S., F.P., 3.
Heriot's, 3; Selkirk, 0.
Heriot's, 0; Stewart's, 0.

THE SCOTTISH CUP.

The semi-finals in the Scottish Cup were lacking the usual spice. In that between Rangers and Albion Rovers, the superiority of Rangers was too pronounced; they practically won the game at the start. A better struggle might have been expected between Heart of Mid-Lothian and Partick Thistle, but here again the display was of an even more moderate character. Thistle maintained constant attack on the Edinburgh club's goal during the first half, but failed to score. Afterward the exchanges were fairly even, though over all Thistle were decidedly superior in skill and tactics. Hearts were only spared defeat by the daring of their goalkeeper and the advantage of greater physical power.

SCOTTISH LEAGUE.

In the Scottish League the most noteworthy achievement was the defeat of Celtic at Kilmarnock. This result, the competition of almost all the remaining interests, Rangers are now Champions beyond all doubt. Kilmarnock gave an exhilarating display, but at any other period of the season, they would have been surprised by the success of Queen's Park, Hamilton Academicals, and St. Mirren, all visiting clubs. Dundee showed excellent form, and were easily superior to Ayr United. Holiday football brought out one unexpected result. The amateurs of Queen's Park divided the points with Rangers, and were full value for the result. Partick Thistle, also, were in good form, and, though defeated, gave Celtic a good run for the solitary goal.

Kilmarnock, 3; Celtic, 2.
Falkirk, 1; Queen's Park, 2.
Hibs, 4; Morton, 0.
Clydebank, 3; St. Mirren, 4.
Airdrie, 1; Hamilton, 3.
Motherwell, 2; Raith Rovers, 1.
Aberdeen, 2; Dumbarton, 0.
Dundee, 2; Ayr, 0.
Queen's Park, 1; Rangers, 1.
Partick Thistle, 0; Celtic, 0.

EDINBURGH, April 20th.

Partick Thistle defeated Rangers by 1 goal to 0 in the 43rd final of the Scottish Cup competition, and gained possession of the trophy for the first time in their career. The superiority of Rangers throughout the season in which they have lost only one game, and the Championship of which is about to fall to them, pointed emphatically to their success at Celtic Park, and when it became known that Partick Thistle were deprived of two of their outstanding players through injuries, the result was looked upon as a foregone conclusion. But, as so often happens in the Cup, good form went by the board and the unexpected happened. The victory of Partick Thistle after so many years' striving was undoubtedly popular, and it was all for the good of the game that the honours should go round. They graduated worthily by disposing of such strong opponents as Hibernians, Motherwell, and Hearts of Mid-Lothian, and the merit of their achievement is enhanced by the fact that in every round the ball was unfavourable to them, they were drawn to play on opponents' ground. They had to take part in the large number of 10 games, probably a record in the competition, before qualifying for the last act, and their title to take part in it was, therefore, well earned. In the game it may with reason be said that they enjoyed a measure of luck, but they made the most of that luck, and Rangers could not take advantage of opportunities when they came. Indeed, Rangers, after deserving a goal, lost a goal, and their wits. The game was won in the first half, although in the Rangers dominated. Afterward the exchanges were pretty even, and neither side scored. If anything, Partick Thistle came nearer to another score. It was not the greatest of finals, but one of the most interesting and exciting games of the season, tremendous energy and stamina being displayed on both sides.

(Continued at foot of next column.)

SHOTS FROM NAVAL GUNS.WHEN FISHER WAS GOING TO
"HANDLE" THE PRESS.[BY H. C. BERRYMAN, "DAILY EXPRESS" NAVAL
CORRESPONDENT.]

Seventeen of the thirty paragraphs in Beatty's despatch on the battle of the Dogger Bank were either altered or omitted altogether from the first proof sent to him by the Admiralty, and before it ultimately appeared in the *London Gazette* other changes had been made.

The fact, long suspected, is made clear by Mr. Filson Young's book, "With the Battle-Cruisers" (Cassell, 25s. net), published to-day. The true version now appears for the first time, and it makes it clear why a glorious opportunity for annihilating the German battle-cruiser force was lost after the admiral was forced out of the fight by the damage to his flagship, and before he could catch up again in the destroyer to which he transhipped. It is not a creditable story, but it is well that we should be told the truth at last. It will be interesting now to see how the Official History handles it.

This is not the only remarkable disclosure in the book. The *Lion* stopped a Norwegian ship with iron ore for Rotterdam, but clearly destined for Krupp at Essen. The ship was sent in, but the Admiralty ordered her release with her cargo.

"KEEP NEARER THE ENEMY."

"When we found that on the board of the company owning the ore mines in Norway, a shareholder in the company that owned the ship, and a large shareholder in the firm in Rotterdam to which the ore was consigned was a millionaire, holding a high position in English social life and deep in the counsels of the Government, we felt that desperate measures were necessary. Desperate measures were taken: what they were only four people in the world accurately know: but they had results."

That is Mr. Young's version. Will the other man ever tell his side of it?

Mr. Filson Young was a personal friend of Lord Beatty as well as a member of his staff—the story of how he bluffed his way there without the admiral's knowledge is a gem—and his book is not unnaturally a panegyric of the admiral. He gives us a new picture of the man who for most people is a figure of devil-may-care dash—a picture of a skilful tactician, a combination of coolness and restraint with natural daring.

His caution and his sense of responsibility were just as remarkable as his enterprise, but they were never allowed to obscure or dominate the fighting spirit.

"That spirit is embodied in the signal that forms the coloured 'jacket' to the book—Signal No. 74, 'Keep Nearer the Enemy.' It was hoisted in the *Lion* at the crisis of the Dogger Bank battle, and is manifestly destined to be linked with Beatty's name in history."

IF THAT WERE ALL!

battle-cruisers did not last many months, so he tells us nothing of that force at Jutland. The authorities had other work for him—which leads to the most amazingly comic story in the book.

Mr. Churchill, at that time First Lord, wanted him to become the official "eye-witness" with the Fleet. Lord Fisher, then First Sea Lord, objected.

"The Press would never stand it," said Fisher. "They'd be jealous and say we were showing partiality and allowing one writer special privileges."

"Oh, I think I could manage the Press," said Winston, with a wave of the hand.

"Oh, I could manage the Press," said Lord Fisher, "if that were all."

"And for an amazing moment," says Mr. Young dryly, "these two potentates batted to one another as to their respective powers of 'handling' the Press." He might have added—for the gibe would have been appropriate—that the Press is not "handled" as easily as offending passages in an admiral's despatches.

SCOTTISH LEAGUE.

There was little of interest in the Scottish, although Motherwell showed great superiority over Aberdeen, and Dumbarton had an unexpectedly large majority against Hamilton Academicals.

THE NEW RULES OF GOLF.

We are fully prepared for the changes that come into operation at the beginning of May—the unifying of the penalty for a lost or unplayable ball and for one out of bounds, and the introduction of the limit ball. Mr. J. L. Low has explained in reference to the unification of penalty that the Rules of Golf Committee came into agreement on the old St. Andrew's penalty of loss of "the distance and a stroke." There will be ample opportunity throughout the season to see how the rule operates in regard to play on a crowded course. The test of the limit ball was inconclusive, and the experience of Duncan and Mitchell the other day, who were hitting it about 280 yards, but putting after the manner of an 18-handicap man. The old feeling of impact of club on ball is not there, and its capricious behaviour on the green has apparently created an early prejudice. Americans who are following the lead of Jock Hutchison with his deeply grooved clubs may bring them over for the Championship—they are still lawful instruments. A cynic has observed that ball manufacturers would seem to be in league with the makers of these freak clubs.

NEW RULES OF GOLF.

A number of alterations in the Rules of Golf were officially notified in mail week by the Rules of Golf Committee of the Royal and Ancient Club, the legislative authority for the game. The new rules were to come into force on May 1st.

The standardisation of the size and weight of the ball was decided some time ago, and the new rule is now incorporated.

A further important alteration lightens the penalty for a "lost ball." On the other hand, the price to be paid for "out of bounds" is increased.

The practice, which was becoming common, of waiving penalties in match-play competitions is absolutely barred, under pain of disqualification.

The question of the use of the latest freak clubs made and used in the United States—such as grooved, slotted, or corrugated irons and mashies, which are supposed to make it easy to put "stop" on a ball—has not been dealt with, but the warning is issued that these clubs may be barred in the near future.

The more important of the new rules are as follows:

Rule 23: Lost and unplayable ball: (1) If a ball be lost (except in water or on a water) or be deemed by the player to be unplayable, the player shall play his next stroke as nearly as possible at the spot from which the ball is lost or unplayable was played, adding a penalty stroke to the score for the hole.

If the stroke was played from the teeing-ground, a ball may be teed; in all other cases a ball shall be dropped.

In order to save delay, if a ball has been played to a part of the course where it is likely to be lost or unplayable, the player may at once play another ball in the manner provided for in this rule, but if the first ball be neither lost nor unplayable, it shall continue in play without penalty.

Rule 23: Ball out of bounds. (1) If a ball lie out of bounds the player shall play his next stroke as nearly as possible at the spot from which the ball which is out of bounds was played, adding a penalty stroke to the score for the hole.

The provisions for teeing-up and avoiding delay are the same as in Rule 22. The penalty stroke in the case of out of bounds may be remitted by a local rule.

A player may stand out of bounds to play a ball lying within bounds.

Special rules for match-play competitions: Rule No. 2: Competitors shall not agree to exclude the operation of any rule or local rule, nor to waive any penalty incurred in the course of the match, under penalty of their disqualification.

Special rules for stroke competitions: Rule 11: A ball may be lifted from any place on the course. If a player lift a ball either intentionally or carelessly, he shall either—

(1) Play a ball as provided for in Rule 23; or

(2) Tee and play a ball under penalty of two strokes behind the place from which the ball was lifted; if this be impossible, he shall tee and play a ball under penalty of two strokes as near as possible to the place from which the ball was lifted, but not nearer to the hole.

In preparing a tee as above authorised the player is exempted from the restrictions imposed by Rule 15 (which forbids a player before striking a ball moving, bending, or breaking anything fixed or growing except to take his stance or make his swing).

The penalty for breach of this rule shall be disqualification.

Form of Golf Balls: Add "the weight of the ball shall not be greater than 1.62oz. avoirdupois, and the size not less than 1.62ins. in diameter." The Rules of Golf Committee will take whatever steps it thinks necessary to limit the power of the ball with regard to distance, should any ball of greater power be introduced.

SHAKESPEARE THE JUST.MR. MASEFIELD ON RIVAL
TRADITIONS.

At the invitation of the Council of the British Academy, Mr. John Masefield delivered the annual Shakespeare lecture at King's College.

He said that there were two traditions of Shakespeare. The tradition of those who did not know him at all was that he was a drunkard and a reprobate; the tradition of those who did know him was that he was open, honest, and a most loyal and devoted friend. No man had had odder things said about him by his admirers. He had heard of books and articles written to prove that Shakespeare was "God, the devil, an Irishman, a Welshman, an Italian, and a Scotsman; that he was a butcher, schoolmaster, soldier, printer, and a criminal lunatic; that he was an illiterate boor, political conspirator, a courtier, a lady, and another that he did not exist at all. (Laughter.) Then all these silly things there was one siller, and that was that the plays known as Shakespeare were written by Bacon. He did not know whether any Baconian had died for his theory, but he still hoped. (Laughter.)

"Shakespeare had won from the world the epitaph, 'The gentle.' He might much more properly have been called 'The just.' He was a man who held a perfect balance, who 'extended in nothing and set down nothing in malice.' We all care for the spirit of malice."

"We all care for the spirit of malice," said Mr. Masefield, "but in ways that would seem strange to Shakespeare. The dead things about him move us profoundly, but we have no theatre built so that we may see Shakespeare's plays performed in the way he meant. And what have we done for the living things of Shakespeare?"

THE FAMOUS**RUSSIAN LIGHT OPERA
OPERETTE CO.**

AT THE

THEATRE ROYAL

Commencing Thursday, June 9th, 1921.

at 9.15 p.m.

THE OPENING NIGHT.

Thursday, June 9th.

The Popular Operette by the Celebrated Composer **Lehar****"The Merry Widow"**

A "Montenegrin Dance"—"Kolo-Dance"—"Electric Swings over the audience."

Friday, June 10th.

The Famous Operette from Indian Life by the Russian Composer
Valentino**"The Vestal of the Fire-God"**

"Oriental Ballet"—"The Torch-Dance"—Beautiful Costumes, nice Singers

Saturday, June 11th.

The Famous Operette by **Lehar** which had great success

in England and America.

"The Count of Luxemburg"

Prices \$4, \$2 & \$1.

Advance Booking Plan at Messrs. S. Moutrie & Co.

Libretto in English for each Operette can be had, with tickets or on the night of the performance.

Management: DAROFF & SHERMAN.

Note—The remainder of the repertoire will follow.

"SYNOLEO"

The famous "Oil Bound"

DISTEMPER

(Colour-works)

"SYNOLEO" is in paste form, and only requires thinning with Cold water to be ready for the brush. Is easily applied.

"SYNOLEO" does not rub off on the clothes. Colours fast to light and retain their appearance for years.

"SYNOLEO" is manufactured in the most delicate tints and the deepest shades.

"SYNOLEO" is the latest product in Distempers, and is superior to all others. Commands a very large sale throughout China.

STOCKED IN HONGKONG & SHANGHAI

in many attractive Colours.

TINT BOOK and full particulars from—

Branch Houses of Manufacturers

WILKINSON, HEYWOOD & CLARK

LIMITED.

(Great Britain's Largest Paint Makers)

Alexandra Buildings,

HONGKONG.

International Building,

SHANGHAI.

SANITARY WASHABLE**HALL'S DISTEMPER**

THE KING OF WATER PAINTS.

The scientific ideal of a wall covering is one that is not only beautiful, but easy to keep clean, germ proof, absolutely fast in colour, and when applied a thorough disinfectant. No wall covering conforms so closely to these requirements as Hall's Sanitary Washable Distemper which has the important advantages of being most economical and durable.

Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour.

It sets hard, kills microbes and vermin, and disinfects. It is made in a wide range of 70 colours, including rich dark as well as light shades. The colours never fade, enabling families and pictures to be moved about a room without showing discoloured walls.

Hall's Distemper decoration may be washed by lightly sponging down with clean tepid water. It remains clean, sweet and fresh for years.

Shade card and full particulars post free on application to

WM. C. JACK & CO. LTD.

14, DES VOGES ROAD CENTRAL.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA

THORNYCROFT

JOHN I. THORNYCROFT & CO., LIMITED.
SHIPBUILDERS AND ENGINEERS.
LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 10, Kiukiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines
in Stock

For quotation apply—

SHANGHAI OFFICE.

Gents' Bathing Costumes.

We are at present featuring an extensive range of Gents' Bathing Costumes in All-Wool, Wool & Cotton Mixtures, and All-Cotton; in assorted "Fancy Colourings and Plain Navy or Dark Grey, similar in style to illustration.

Prices \$7.50 to \$25.00 each. All sizes in stock from 32 to 48 chest.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

16, Des Vaux Road. Phone 29.

HONGKONG HOTEL CO., LIMITED.

HONGKONG HOTEL GARAGE
RUSSELL STREET, HONGKONG

Telephone No. 32.
Telephone No. 881.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA

FOR

HOLDS ROYCE
STUDEBAKER CORPORATION
WHITE COMPANY
UNITED STATES RUBBER CO.
A. E. LE JEUNE

Car.

Car.

Commercial Trucks.

Tyres & Rubber Goods.

Motor Car Mascots.

HEAD OFFICE AND SHOW ROOM IN FEDDER STREET.

THE UNREST IN CHINA.

IMPENDING HOSTILITIES IN THE SOUTH.

A Chinese news agency dispatch from Peking says that the Government has decided to re-appoint Central Luk Yung-tung to the post of High Inspecting Commissioner for Kwangtung and Kwangsi provinces. This means the opening of hostilities.

TROUBLE IN SHENSI.

In connection with the issue of a Presidential Mandate dismissing General Chen Shu-fan and appointing General Yen Hsiang-wen of the Chihai army to the Tsching-shi of Shensi, reports from Sinyangchow indicate that for the support of General Yen to get his new post in Hsian, Lieut. General Feng Yu-hsiang, commanding the sixteenth mixed brigade, is moving his troops towards Kuanyintung, on the Honan-Shensi borders, by order of Marshal Tao K'un, while Yen Hsiang-wen himself is taking the twentieth army division with him. In spite of these military preparations to overthrow Chen Shu-fan and his Anfu friends, sensational reports are beginning to reach Kaitung that Chen Shu-fan is mobilizing his troops. This means that Chen Shu-fan will not recognize the Presidential Mandate without a struggle and that Chen has the support of Kansu and Sinking provinces. General Chao Tih, of Honan, is maintaining what he himself calls "a neutral attitude" towards the situation.

TIBETAN FRONTIER TROUBLES.

Major-General Chen Hsiang-shan, commander of the Szechuan-Tibetan Marshes, reports to the Government the capture of the notorious Chinese renegade, Liu Chuan-ting, who has been in co-operation with the Tibetan bandits, causing a great deal of trouble on the frontier to the Chinese authorities for several years past. It appears that Liu Chuan-ting has been a favourite with General Chi-yao of Yunnan who once tried to regain his political and military power and influence in Szechuan through this man; but the new Commander-in-Chief of the Yunnan army, General Ku Ping-tien, who has no intention of interfering with the domestic administration of Szechuan, ordered him to the Yunnan-Tibetan borders where Liu was captured and decapitated immediately on the spot. In addition to this, General Ku has executed the notorious Yang Tien-lu, the bandit chief of Yunnan, who some time ago captured the American Missionary, Dr. Sheldon, in the hope of obtaining better terms from General Tang Chi-yao for his capitulation to the Government of Yunnan. Yang Tien-lu was arrested by General Tang, but General Ku, having noticed Yang's dissatisfaction with his treatment in Yunnan, where he served as a subordinate officer, in the army, and fearing his desertion, gave orders for his arrest and execution about a fortnight ago and these orders were carried out without the least trouble. The Yunnan and Szechuan residents in the Capital have wired congratulations to General Ku for his meritorious service to the country in the execution of these two dangerous chief bandits whose removal, they say, will bring peace to Szechuan.

SHANGHAI TRADE.

Messrs. Albert & Co. (Ltd.) Pipe Goods Market Report says:—
The market continues to gain strength, although there has been a more or less general slackening of demand as a result of the agricultural activities which are now in full swing throughout the whole of Central China. Unfortunately for the farmers, the weather conditions recently have been very unfavourable as the continuous unseasonable rains and cold are holding up the harvesting of the spring crops which otherwise promised to be excellent and dry weather conditions are essential to the prosperity and purchasing power of the Yangtze Provinces. While the amount of buying for actual consumption is, therefore, comparatively small, there is a steady stream of speculative purchases going on all the time, the operators relying on the comparatively improving statistical position of piece goods as a whole for a fair return when scarcity, followed by a sharp rise in values, would appear to be inevitable unless something quite unforeseen occurs to upset their calculations. Buyers of certain well-known lines are already beginning to find that they are not having quite so much of their own way as hitherto in the matter of prices, and it is a sign of the gradually changing aspect of affairs that some importers are reported to be steadily turning down offers and "closing the book" until prices reach a more satisfactory level. This applies, of course, only to some indispensable goods such as White Shirtings, and not to the heavy stocks of more or less unsaleable goods bought indiscriminately by inexperienced dealers during the "boom," many of which have little more than a nominal value to-day in relation to their original cost.

TRADING WITH RUSSIA.

A Russian news agency telegram from Petrograd says:—
The steamer "George" has arrived in Batum (on the Black Sea) with a cargo of goods comprising the following:—Condensed milk, sugar, beans, flour and soap, and also the steamer "Prinze" with cotton and woollen piece goods. From Turkey sailing boats have been arriving daily laden with flour, sole leather, and sundries. Seventeen steamers from Constantinople have arrived in Sympolopol (Black Sea) with cargoes of different kinds of goods. The merchants who bring these goods report that at Constantinople there is no end of goods waiting for export to Soviet Russia. Large and small steamers, and sailing boats are all engaged in moving these cargoes to Russia. Several big English steamship companies are offering to deliver large quantities of coal, machinery, motor cars, piece goods, sugar, etc., immediately. There are two million gallons of wine in the Crimea ready for export to Europe.

THE INTERPORT MATCH.

[FROM OUR OWN CORRESPONDENT.]

(Delayed in transmission.)

At half-past two on the afternoon of Empire Day, the interport match was commenced in beautiful weather. Shanghai won the toss and Deeks and O'Hara opened the innings, Havelock-Davies bowling from the South and Reed from the pavilion end. It soon became apparent that both batsmen were attempting to wear the bowling down. With the score at 10 Ollerdesen survived an appeal for l.b.w.; it was a very close thing. Runs came very slowly and only in singles. Finally after 35 minutes' play Deeks tried to sweep a straight one round to leg and was l.b.w. At this period Reed was bowling splendidly. There was a strong "third-man" wind against him and he had both Ollerdesen and Barrett who came in first wicket, in difficulties.

The score, however, began to mount more rapidly now. Ollerdesen drove very hard and his leg-hitting was excellent. Webster went on at the pavilion end and was hit very hard by both batsmen. Shanghai then had a piece of good luck as Barrett lifted a ball from Webster but it fell midway between mid-off and deep, extra-cover and could not be reached. Two overs later Ollerdesen mistimed one and was well caught straight behind the bowler by Runjahn, who ran across from mid-on. Quayle came in and runs started to come very fast. Farthing then relieved Havelock-Davies who had bowled steadily for a long spell. Quayle found it difficult to score from him but both batsmen punished Webster heavily, who gave way to Reed. The change, succeeded, as the new bowler entirely deceived Quayle with a slower ball and had him beautifully caught near the boundary by Baginall. Marrel came in and proceeded to play very free and attractive cricket. Sayer then went on at the pavilion end and Barrett who was batting splendidly completed his hundred. Twice in succession he hit Sayer for six; the second hit would probably have carried the office in the Naval Yard if it had been from the Courts end on the Hongkong ground. Shortly after Marrel missed a straight one and was l.b.w. to Sayer. Leach succeeded and played some very pretty shots. Meanwhile Havelock-Davies had resumed at the south end and was bowling well, though he seemed to bowl more leg balls than he did. When stumps were drawn for the night Shanghai had scored 309 for 4 wickets, a very encouraging position for Hongkong.

Next morning was fine but colder and the wind had increased. Leach and Barrett scored rapidly, though the latter seemed to be a little careless off the off. He was injured by Sayer at cover, but enough but the wind was so strong that anything might have been dropped. The fielding which during the first day had been excellent fell off on the Wednesday very badly. Curiously enough, the luck changed too and wickets began to fall fast. Leach was taken at second slip off Reed and soon afterwards Barrett skied the same bowler to cover-point and was caught. His 185 is, I believe the highest recorded interport score, and undoubtedly it was a fine performance. He gave a very hard chance to Stapleton in the country when in the thirties, and again to the same player just before, he was out. But both chances were extremely hard. Wainwright had been run out just previously owing to a misunderstanding, and a fine piece of fielding by Baginall. None of the other batsmen gave much trouble and the innings closed for 301.

It is probable that Reed has never bowled better. He never lost his length and even when thoroughly set Barrett had to watch him very carefully. He deserved to have got more wickets than he did. Havelock-Davies bowled a good deal faster on the morning of the second day and was much more difficult to play. For one thing a spot began to show in the wicket. Farthing got no wickets but he was sending down very good stuff and often had the batsmen guessing. Webster did not seem to like bowling against the wind and was rather uncertain.

HONGKONG'S FIRST INNINGS.

The Hongkong first innings opened badly, as after Sayer had scored a single, de Rome was clean bowled by a fine ball from O'Hara, which whipped off the pitch very fast. Franks came in and the batsmen both played excellent cricket. Franks especially hit very hard, and Quayle relieved O'Hara for a couple of overs before lunch. He was a bit short and hit Franks over the heart in his first over and on the left arm in the second—a very nasty blow. It was evident that the pitch was getting worse rapidly. Tiffin was taken at 1:30 with the score at fifty for 1 wicket—not too bad a score.

Allison resumed from the pavilion end after lunch and off his third ball Franks called Sayer for a run to 3rd man, and was run out, having apparently entirely misjudged the direction of the ball. The next over Sayer drove O'Hara for four but was caught immediately afterwards by Marrel, running from cover to extra-cover. A fine catch. After that the side seemed paralysed and the less said the better. The innings closed for 80. It must, however, be remembered that the pitch was getting worse and worse, and that O'Hara was bowling magnificently. The fielding too was particularly good. Ollerdesen and O'Hara making fine one-handed catches. Allison bowled very steadily and it was hard to get him away.

Hongkong followed on and Sayer and de Rome went up 20 before rain stopped play. They played very carefully and did well to stay in as O'Hara continued to keep a perfect length.

The rain continued all night and stopped about 9 a.m. At lunch time it was clear that no play would be possible on the old pitch so the two captains decided to proceed on a new wicket. They started about 3 p.m. on a very wet ground, and it soon became apparent that runs were going to be difficult to get as the ball travelled very slowly. The batsmen played a defensive game and appeared to be settling down when de Rome was yorked by O'Hara. Shortly afterwards Sayer played a bit inside one from Leach, who had gone on at the pavilion end, and was caught in the slips. Franks again played free cricket and was out unluckily. He jumped out to drive Leach and his foot slipped on the wet turf, with the result that he missed the ball and was bowled. Ollerdesen was caught splendidly by Barrett off O'Hara. He had been most unlucky as in each innings he was out to brilliant catches, taken one-handed high above the fielders' heads. Runjahn was missed at second slip before he scored but thereafter played a very steady game. Misfortune continued. Webster was entirely deceived by a ball from Leach and Stapleton trod on his wicket in playing back to O'Hara. (This was recorded as bowled in error.) Baginall, however, saved the face of the side by making twenty-five very quickly. He hit with tremendous power, putting one ball from Leach on to the dressing-room verandah, while O'Hara had not managed to get his hands up just in time he would probably have been seriously hurt by a terrific return, which he had no chance of holding. After he left, well caught by Ollerdesen at extra-cover. Havelock-Davies and Reed both succumbed to O'Hara but Farthing played steadily while Runjahn opened out and made several boundaries. The end came when Wainwright put down a googly to Farthing and clean bowled him.

There is no doubt but that Hongkong were unlucky on the whole. They lost the toss and Shanghai had the first afternoon, upon what Captain Barrett described as the best fast wicket he had ever played on in Shanghai. This was very well in the morning and Hongkong did very well to get the last six wickets for under ninety, the batsmen did not indulge in wild hitting by any means. But in justice to Shanghai it must be said that their team was a very fine one—one of the strongest that has ever represented their club.

Hongkong seemed paralysed by the run out at the second wicket. It cannot be said that they batted well, but O'Hara at times was well-nigh unplayable. As a fielding side they did very well on the first day, though the strong wind on the second day seemed to bother them a lot. The second innings was not a bad performance as on the wet ground it was extremely difficult to get more than a single as the ball travelled so slowly. Runjahn batted uncommonly well, but proved a great deal to be expected of the good books on cricket, and should prove a most useful interport man in future years. Ollerdesen was very unlucky as he was batting in very pretty style. If the side has been beaten this year, the new players have at all events gained some useful experience which should produce a fine harvest of runs in the future.

HONGKONG CHALLENGE AGAIN.

PRESENTATION TO MR. A. P. WOOD.

There was a merry gathering in the Shanghai Club on Saturday evening, May 29th, when the President and Committee of the Shanghai Cricket Club entertained the Interport cricket teams, scorers and umpires to dinner. The opportunity also being taken to make a presentation to Mr. A. P. Wood, on his departure from Shanghai. In recognition of the great work he has done for the sport locally. Sir Everard Fraser, K. C. M. G., British Consul-General, presided and about 100 sat down to dinner.

The speeches were all commendably brief, being confined to genuine expressions of good comradeship, punctuated with much real humour which kept the gathering in the most joyous of moods. Mr. G. R. Sayer, the Hongkong captain, showing a special genius in this way. The after dinner programme opened with a toast to His Majesty and silent recognition of the memory of departed sportsmen after which the Chairman proposed the health of "the people who came to get topside of Shanghai—and didn't." He said, what with Shanghai first selecting Barrett, then Hongkong losing the toss and finally the weather going against them, he felt sorry for the visitors and it was not surprising the game to the very end and, though unsuccessful, were not disgraced.

Mr. Sayer made a most joyful response, with many allusions to the absent Hancock, from whom he said he had just received the following telegram: "Cheer up; we love you nevertheless. Heartily congratulate Shanghai. Invite them for next year and tell them we will have our revenge."

The Chairman then presented Mr. A. P. Wood with a massive silver bowl, beautifully ornamented with a frieze design, as taken from the Cricket Club. He said they had to limit the subscriptions, for they found otherwise no trunk would have held the present they would have had to buy for "everyone loves A.P." Mr. A. P. Wood, in response, said in part: "Great changes have taken place and from small beginnings, the Club is now one of the most important institutions in Shanghai, but this is due to your Committees and Secretaries, who have given up so much of their time to promote the best interests of the Club and the willing assistance they have always given to me."

(Continued at foot of next column.)

HONGKONG'S NEWEST CINEMA.

"THE WORLD THEATRE."

Within the next month or so the public of Hongkong will be catered for by more cinema theatres, at least by two more. Cinema patrons who have watched the new cinema theatre near Sincere's going up will be glad to know that it is now on the eve of completion and will open its doors in the second week of this month, probably on the 15th. It is to be known as the World Theatre, and has seating accommodation for nine hundred persons. It is under the circumstances the biggest theatre in Hongkong so far, and from all accounts the management have laid it down that nothing but the very best in photoplay productions will be screened in this place.

A comparison with the old Victoria Theatre, which was formerly the principal cinema house in the Colony shows that not only will the new Theatre have a larger number of seats, but it is larger in size as well. The seating capacity of the Victoria was 850, and its area was 3,000 square feet. The World Theatre has three hundred dress circle seats and 600 in the orchestra, and its area is 3,484 square feet.

The World Theatre has its own representatives in San Francisco, Los Angeles and London to buy up the best and newest cinema productions, and lovers of the "silver screen" will not therefore have to wait to see pictures that have caused a run since their release. It is not only in the matter of good pictures that the management of the World Theatre expect to excel; they realise that good music is just as essential, and they have secured an up-to-date orchestra.

The new cinema house is modern in every respect. It has numerous exits both on the ground floor and from the dress circle, while ventilation is provided by means of seven large apertures in the ceiling, where seven large fans, cooling system fans—the only modern system of cinema cooling—will be installed. In the orchestra large and small fans have been distributed, and every attention has been paid to the comfort of the patrons.

There is a large stage, where only good vaudeville companies will be allowed to appear. The seats are comfortable, and the lighting system is modern and superior in every respect. A Shunt Regulator has been fitted so that when the lights are put on or off the process will be by degrees, and will prevent any blurring effects.

THE RUSSIAN LIGHT OPERA COMPANY.

OPENING PERFORMANCE ON THURSDAY.

The Russian Light Opera and Operette Company to whose visit many are eagerly looking forward, will arrive in Hongkong by the Montague on Wednesday, June 8th, and will give their first performance at the Theatre Royal the following day at 9.15 p.m. in "The Merry Widow" the very popular operette by Lehár. Advance booking plans are open again at Moutrie & Co.

I am very pleased the Committee has chosen the Interport dinner to make the presentation, as it allows me to welcome and renew associations of Interport cricket dating back to 1899. The first Interport matches were played in 1896 and 1897, and after a lapse of 26 years were renewed in 1923, when Hongkong visited Shanghai, and with the exception of the interval during the war, have continued pretty regularly.

I love cricket and I hope I have always played the game. It is very hard to say good-bye to so many good friends, whose memory and the happy days spent on the Cricket Ground will never be forgotten by my wife and self. I thank all who are present and many who are absent for all your good wishes, and the beautiful souvenir which will be for ever our greatest treasure and will be handed down to our son as an heirloom.

Mr. Wood added that he wished particularly to thank the ladies who had sent him such a very kind message.

The toast of "The Umpires and Scorers" was honoured on the call of Captain E. I. M. Barrett. He remarked that Shanghai had all the luck of the game and batted on the best fast wicket he had ever played on here. If Hongkong had played on it Shanghai would have had a hard task. Referring to the troubles of the selection committee, he said that they were so hard up for batsmen that they had to consider leaving out the best wicket-keeper they had had for some years, but the graceful way in which Brook retired in favour of Deeks showed the best spirit in which the game is played.

Mr. M. Silas amused the company probably more than even he has ever done before, particularly with a parody on "They wouldn't believe me," dealing with high finance in Shanghai. Songs were also sung by Messrs. H. E. Murie, S. J. Deeks, James and Lieut. I. B. Franks, and Mr. Kay did some very clever card manipulation. An extra turn was the presentation of the Hongkong team to Mr. Deeks of a wonderful bouquet of flowers that must be cultivated in Hongkong alone—J. C. Daily News.

BATHING SUITS

AT

WHITEAWAY'S

FOR

GENTS,

LADIES

&

CHILDREN

We have just received a small sample consignment of the latest styles and are offering them at much below usual prices.

LADIES' BATHING CAPS

from \$1.00 to \$2.50 each.

BATH TOWELS

GOOD SIZE, GOOD VALUE

AT POPULAR PRICES.

WHITEAWAY, LAIDLAW & CO., LTD.,

HONGKONG.

DODWELL & CO., LIMITED.Regular Sailings to
NEW YORK and/or BOSTON

Via Suez or Panama Canal at Owners' Option.

LLOYD TRIESTINO.TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,
BLACK SEA & DANUBE PORTS.FUTURE having been reopened for traffic, cargo is also accepted for this port
on through Bills of Lading.**FOR BRINDISI, VENICE & TRIESTE**

via SINGAPORE, PENANG & COLOMBO.

N.M.	"INNSBRUCK"	...sailing on or about 13th June
S.S.	"AQUILEIA"	...sailing on or about 13th June
S.S.	"NIPPON"	...sailing on or about 20th June

FOR SHANGHAI

S.S.	"CILICIA"	...sailing on or about 16th June
------	-----------	----------------------------------

NATAL LINE OF STEAMERS.Regular Passenger and Cargo Service to
SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,
Agents.**N. Y. K.****NIPPON YUSEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

**SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung,
Shanghai & Japan ports**Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific
and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU	...Friday, 17th June, at 11 a.m.
KASHIMA MARU (omitting Manila)	...Tuesday, 15th July, at 11 a.m.
SUWA MARU	...Friday, 23rd July, at 11 a.m.
YOSHIMI MARU	...Tuesday, 23rd Aug., at 11 a.m.

**LONDON & ANTWERP via Singapore, Penang, Colombo, Suva,
Port Said and Marseilles.**

ATSUTA MARU	...Friday, 10th June, at 11 a.m.
BEIDZUOKA MARU	...Friday, 24th June, at 11 a.m.
KAGA MARU	...Friday, 24th July, at 11 a.m.
YOKOHAMA MARU	...Friday, 24th July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.**LIVERPOOL & MARSEILLES via Suez.****MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.**

TANGORANG MARU	...Tuesday, 31st June, at 11 a.m.
SHIKO MARU	...Tuesday, 19th July, at 11 a.m.
KI MARU	...Tuesday, 16th Aug., at 11 a.m.

NEW YORK via PANAMA.

TOBA MARU	...Friday, 24th June, at 11 a.m.
HAKODATE MARU	...End of July.

SOUTH AMERICAN PORTS via OAPB.

AWA MARU	...Sunday, 19th June.
----------	-----------------------

BOMBAY & COLOMBO via Singapore.

TATSUNO MARU	...Friday, 10th June.
--------------	-----------------------

CALCUTTA & BANGCOON via Singapore & Penang.

MAZACCA MARU	...Monday, 6th June.
--------------	----------------------

JAPAN PORTS—Matsuyama, Kobe & Yokohama.

NIKKO MARU	...Friday, 17th June, at 11 a.m.
------------	----------------------------------

SHANGHAI, KOBE & YOKOHAMA.

TSURUGA MARU	...Saturday, 4th June.
YOKOHAMA MARU	...Monday, 6th June.
YOKOHAMA MARU	...Monday, 13th June, at 11 a.m.
BANGCOON MARU	...Tuesday, 14th June.

For further particulars apply to—

NIPPON YUSEN KAISHA

Telephone Nos. 224 & 225.

YAMASHITA KISEN KAISHA
(THE YAMASHITA S.S. Co. Ltd.)REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN**KEELUNG, HONGKONG & HAIPHONG.**

Sailing from Hongkong.

FOR HAIPHONG via Pakhoi

S.S. "HOZU MARU"	...on or about 7th June
------------------	-------------------------

FOR KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU"	...on or about 7th June
--------------------	-------------------------

For further particulars, please apply to—

M. KOBAYASHI,

Branch Office,

No. 37, Bankman Street, West

Tel. No. 155.

Agent,
Top Floor, King's Building,
Tel. No. 140.**SCOTTISH LETTER.**
SHIPPING AND THE COAL
STRIKE.

TONNAGE HELD UP.

(FROM OUR OWN CORRESPONDENT.)

Edinburgh, April 27th.

The effects of the coal strike are felt all over Scotland and in a great variety of industries. In particular, the iron and steel trade is severely depressed. A Motherwell firm, for instance, employing 2,000 men, has closed down its works; and at the other end of Scotland 170 travellers engaged at Aberdeen are lying idle. Similar examples might be given of the state of affairs from all our industrial districts.

The Clyde, with its great shipping interests, is, of course, severely touched. The shipyards are handicapped by the shortage of coal, workers have had to be discharged, and there is great congestion of ships at the port. Vessels are laid up, and a number of others are unable to start. The coastal traffic is cut down by 50 per cent. The harbour authorities say that the effects of the strike will be felt right on till the end of July. The shipping slump before the strike was serious enough, but there was a hope that business might pick up during the summer. The miners' action, however, has dispelled all bright forecasts, and put the shipping outlook into a blacker state than ever.

Glasgow Harbour is silent. The quays are lined with ships, but there is little or no movement. What between the slump and the strike, some 18 ships, of a tonnage of 63,000, are tied up on the Clyde. Almost daily there are applications to lay up ships either in the Gareloch or on the river. On the loch there are 10 vessels representing 44,000 tons, and many more are likely to find their way to the anchor.

Some say that as soon as the miners resume work, coal will be available in quantities. But it will not be British coal. Substantial American cargoes are expected at the Scottish ports. Of course, American coal is cheaper, but it is decidedly inferior to that of Britain. In the meantime shipowners are trying to be Micawbers with all the cheerful news at their command, waiting for something to turn up.

Unemployment in the shipping trade on the Forth is also assuming more serious proportions. At Leith Docks fully 50 vessels are lying idle, aggregating over 60,000 tons, and unless a change in the situation takes place very soon that number will be considerably increased. It is, of course, to the widespread depression of trade that this great restriction in shipping traffic is principally due, but the coal stoppage is the direct cause of about a score of the ships being out of service. Included among the idle vessels are several large ex-German steamers, waiting for sale.

Mr. William Drysdale, retired Java bank agent, died at his residence in Park Avenue, Dunfermline, on April 21st, after a brief illness. He was only about 18 months ago that Mr. Drysdale, retired from the service of the Hongkong and Shanghai Banking Corporation, with whom he had occupied a responsible position in Java for 37 years.

He was a native of Glasgow, and served his apprenticeship in the Dunfermline branch of the National Bank of Scotland. As a young man he entered the employment of the Hongkong Banking Corporation at their London office. After a period of training there, he was sent as an assistant to the Corporation's branch at Batavia, Java. From Batavia he was transferred to Sourabaya, at the southern extremity of the island, and was agent of a branch of the bank opened there. Subsequently he returned as agent to Batavia, and there he spent the greater part of his time in the Far East. Under his supervision the bank prospered greatly, and he enjoyed in a marked degree the friendship of the Dutch population, with whom he had business. It was Mr. Drysdale's intention to take a protracted holiday in Australia, and he was making arrangements to that end when he was seized by illness, and within a week it took a serious turn. Mr. Drysdale was over 60 years of age. He is survived by Mrs. Drysdale, two sons, and one daughter.

MR. BONAR LAW.

Mr. Bonar Law is maintaining a frequent correspondence with his political friends; they in turn keep him well supplied with the news and gossip of the day. He writes cheery letters, and assures everyone that he is making good progress towards complete restoration. Sometimes, however, he confesses he feels "bored with doing nothing," and wishes he were back in the hurly-burly of the House of Commons.

MARY QUEEN OF SCOTS.

Mr. Maurice Hewlett may publish his Mary Queen of Scots drama in the course of this year. He says that it was an extraordinarily difficult drama to bring to a fitting conclusion, because Mary was "locked up" for twenty years after her romantic adventures in the open, and you can scarcely ask a theatrical audience to imagine a lapse of twenty years before the last scene. According to his own axiom, laid down in "From a Green Rhinoceros," that an author should not be in love with his heroine, Mr. Hewlett should be peculiarly fitted to deal with Queen Mary, for he is not in the least in love with her. All his studies, and he studied her history profoundly for four years, led him to the conclusion that she greatly desired to be loved, but could not find any one to do it.

KILMARNOCK EDITION OF BURNS.

A copy of the earliest Kilmarnock edition of Burns' poems was sold in Edinburgh, for 200s. the purchaser being Mr. Quaritch, of London. The copy was formerly in the possession of Mrs. Dunlop, celebrated by the poet as his best

patron. There are 33 pages of poems and copies of original verses of the poet in her handwriting at the end of the volume.

TRICK COFF.

Scottish golfers are discussing the trick feats in golf performed by Kirkwood, the Australian golf professional. It is recalled that his feat has been equalled while he can drive one ball from the top of another without moving the lower ball. The Scottish golfers of 20 years ago were able to drive a ball off the face of a watch without breaking the glass. Most Scottish golfers know this tradition, but the general opinion seems to be that it was merely a way of expressing how clever the old school of golfers were, and that no one ever actually drove off with a watch as a tee.

SCOTLAND AND THE FILM.

The old-world Forfarshire fishing village of Auchmithie was made famous by Sir Walter Scott; it was the Musselburgh of "The Antiquary." But the home of the hucklebuckers is about to pass into prominence in another sphere, having attracted the attention of the promoters of the "movies." The picturesque little place and its surrounding rugged cliff scenery is to play an important part in a film founded on Charles Reade's "Christie Johnstone." The cinema photographer and a big "star" company are already at work, to the great amusement and amusement of the natives.

The deeply rooted notion that no film can be assured of success unless it is generously punctuated with American slang has received a rude shock in a new picture play, a version of "The Fortune of Christina MacNeil," a British production, in which the conversations are rendered in Scots. At first the unusual captions took the experts by surprise, and they laughed when they saw this sort of thing flashed on the screen—"A lass like myself 'll hae nae decency in spending a sight o' bawbee, though I'm as scarce as the three guid money awa' 'wi'oot it's the advantage." But before the film was ended the novelty was received with enthusiasm, and Scots, braid or otherwise, will henceforth receive the freedom of the screen.

SCOTTISH CRICKET PROSPECTS.

What promises to be one of the busiest and most interesting cricket seasons we have ever had in Scotland has just opened with a few preliminary games. If the weather conditions are in any way favourable the standard of play should exceed anything experienced of recent years. Twenty or thirty years ago our cricket was played leisurely. More time was given to the matches; there were one-day and often two-day fixtures, which let batsmen settle to their game if there was any cricket in them. All this has been changed; now we have one afternoon a week, as a rule, and the rush of League and Union fixtures, and the effort after Championship points, have made the game one of the make-run-or-get-out order. Whether this is for the benefit of the game is very doubtful; but these modern methods have aroused the public interest—at least in the west—and hundreds attend the competition games of every cricket in them. All this has been changed; now we have one afternoon a week, as a rule, and the rush of League and Union fixtures, and the effort after Championship points, have made the game one of the make-run-or-get-out order. Whether this is for the benefit of the game is very doubtful; but these modern methods have aroused the public interest—at least in the west—and hundreds attend the competition games of every cricket in them.

THAT ABERDONIAN AGAIN.

With deep regret I announce the death of a well-known Aberdonian in London. It happened some time ago, but I heard of it only the other day. It appears that some one had dropped a threepenny piece in the Strand, and the man from the North, in endeavouring to pick it up, was knocked down by a passing motor bus, and killed. Having regard to the circumstances, the Coroner at the inquest ratified the verdict, "Death from natural causes."

I told this story to another Aberdonian the other day. He looked at me and said solemnly, "We've a lot to thank Providence for,—it might have been you or me!"

DEARER SPORT.

Every golfer, says a home paper, knows how the expenses of the game have increased since the end of the war. Subscriptions have been raised; a new shaft costs as much as a whole quiver in former days; the slump in the rubber has not cheapened the price of the ball. Golf is not singular, however, in this respect. Three months hence the plaintive cry of the lawn tennis player will be heard in the land. All the charges of the game have mounted since last year, when he hoped fondly that they had reached their highest point. Rackets which cost 30s. in 1914 are being offered at 23s. Balls, which were sold at 13s. a dozen in 1914, and at 23s. 6d. last year, will cost about 70s. in the coming season. The manufacturers are ready with the familiar explanation of these increases—the cost of labour material, at the time when their goods were stocked. Ash-wood, cane, glue, and gut—all have doubled or trebled in price. The innocent who suggests that balls ought to be cheaper because rubber is cheaper is rebuked with the statement that cloth is the most important part of a tennis ball. It is expected, however, that the present year will see the highwater mark, and that next year's players will get the benefit of falling prices. We fancy that large numbers of players will decide to "carry on" till then without troubling the manufacturers. They will ask the well-worn racket to imitate the well-worn brassy and the well-worn overcoat by doing duty for another season.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILING, SUBJECT TO ALTERATION.

BANGKOK via SWATOW	"LESSANG"	Mon., 6th June	N.Y.
BANDAKAN	"HISANG"	Tues., 7th June	N.Y.
HAIPHONG via HUE	"HISANG"	Wed., 8th June	N.Y.
SHANGHAI & TIENTSIN via SWATOW	"WINGSANG"	Thurs., 9th June	N.Y.
STRAITS & CANTON	"WINGSANG"	Fri., 10th June	N.Y.
MANILA	"WINGSANG"	Sat., 11th June	N.Y.
SHANGHAI	"WINGSANG"	Sun., 12th June	N.Y.

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Swatow and Hongkong to Japan, occasionally calling at Shanghai. All vessels have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila, by vessels with good passenger accommodation, sailing from both ports every Friday, calling at Solow when intermediate offers.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Solow when intermediate offers.

YOKOHAMA LINE.—One sailing per month between Hongkong and Yokohama by a steamer leaving up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kwadat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chafu.

BARGE LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "KWAISANG" will be despatched on or about
Thursday, 9th June, at 3 p.m., for SINGAPORE, PENANG &
CALCUTTA

Through Bills of Lading issued to RANGOON, PORT SWET-
TENHAM, MADRAS and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS.

Telephone No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. "GLENVY"	11th June	11th June
S.S. "GLENUCE"	20th June	20th June

HOMWARDS.

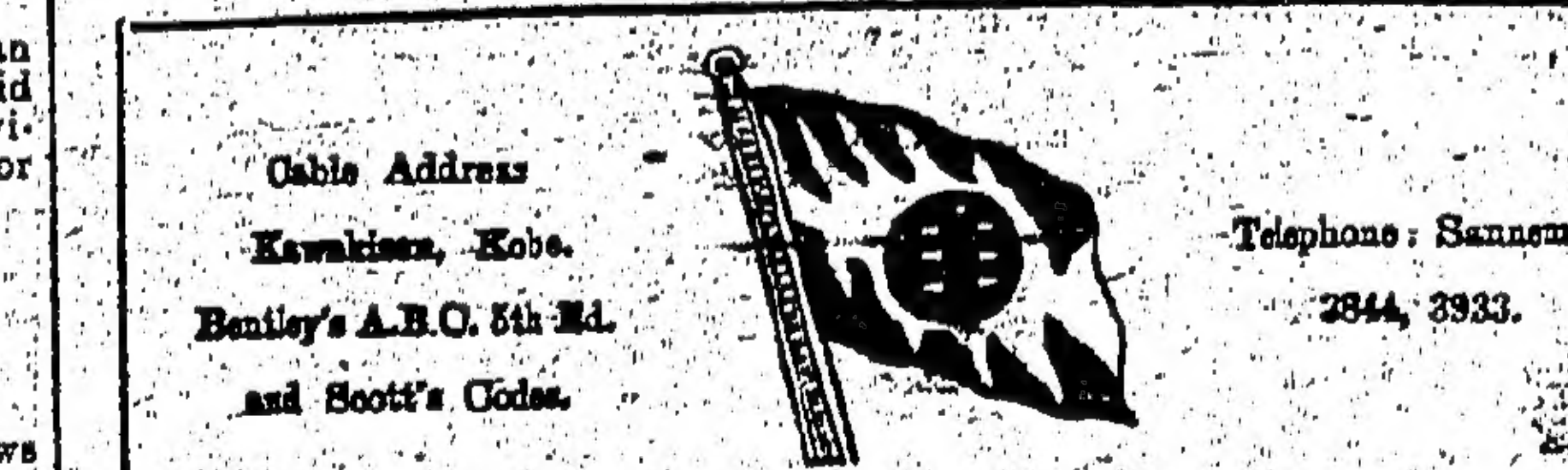
Vessel	Leaves Hongkong	Discharges
S.S. "GLENVY"	17th June	LONDON, ROTTERDAM & HAMBURG
S.S. "GLENUCE"	2nd July	GENOA, LONDON & HULL

Movements are subject to change without notice.

For freight or further particulars, please apply to—

Jardine, Matheson & Co., Ltd.**The Glen Line, Ltd., Agents.**

Tel. No. 21 and 22, and 23.

**KAWASAKI KISEN KAISHA**

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUKATA

Managing Director: Mr. MATSUYAMA

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 8,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 8,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 9, BOND, KOREA

SHIPPING NEWS

ARRIVALS.

June 3rd.
Yon Maru, Japanese str., 2,402 tons, Capt. K. Morita, from Balikpapan, with a general cargo.—Nanyo Yusen Kaisha.
Onagata Maru, Japanese str., 1,790 tons, Capt. K. Katayama, from Crapaud, with lime stone.—Lapicque.
De Gilpen, American str., 1,834 tons, Capt. S. A. Mansfield, from Saigon, with a general cargo.—P.M. S.S. Co.
June 4th.
Yon Maru, Japanese str., 105 tons, Capt. Lee Wai, from Amoy, with bricks.—Hing Lee.
Chinkang, British str., 1,220 tons, Capt. Thomson, from Canton, with a general cargo.—B. & S.
Yon Maru, Japanese str., 1,430 tons, Capt. W. Walker, from Bombay via Singapore, with a general cargo.—Mackinnon, Mackenzie & Co.
Yon Maru, British str., 2,308 tons, Capt. G. W. Sinclair, from Singapore, with a general cargo.—Mackinnon, Mackenzie & Co.
Yon Maru, Dutch str., 2,313 tons, Capt. Haan, from Singapore, with benzene, Asiatic Petroleum Co.
Yon Maru, Japanese str., 1,078 tons, Capt. K. Katayama, from Haiphong and Pakhoi, with a general cargo.—Y.K.K.
Yon Maru, British str., 1,205 tons, Capt. G. H. Pennefather, from Bangkok, with a general cargo.—B. & S.
Yon Maru, British str., 561 tons, Capt. Jenkins, from Swatow, with a general cargo.—Chin On S.S. Co.
Yon Maru, French str., 1,517 tons, Capt. Dubois, from Paoan, with a general cargo.—Seng Kee.
Yon Maru, Chinese str., 1,536 tons, Capt. C. Stewart, from Shanghai, with a general cargo.—C.M.S.N. Co.
Yon Maru, British str., 1,945 tons, Capt. W. Shanno, from Canton, with a general cargo.—B. & S.
Yon Maru, British str., 1,554 tons, Capt. W. Benson, from Shanghai and Swatow, with a general cargo.—B. & S.
Yon Maru, British str., 777 tons, Capt. E. Tapwell, from Hoikow, with a general cargo.—J.M. & Co.
Yon Maru, British str., 1,517 tons, Capt. S. C. Mitford, from Swatow, with a general cargo.—J.M. & Co.
June 5th.
Yon Maru, Chinese str., 248 tons, Capt. Wm. Ross, from Tourane, with a general cargo.—Chun Yuen Tung.
Yon Maru, British str., 1,270 tons, Capt. Passmore, from Swatow, with a general cargo.—D.L. & Co.
Yon Maru, Japanese str., 1,864 tons, Capt. Matsunaga, from Keelung and Amoy, with coal.—M.B.K.
Yon Maru, Japanese str., 2,310 tons, Capt. Tsurubashi, from Moji, with a general cargo.—N.Y.K.
Yon Maru, French str., 7,546 tons, Capt. Cazal, from Marseilles, with a general cargo.—Messageries Maritimes.
Yon Maru, Dutch str., 4,158 tons, Capt. Vollewens, from Manila, with a general cargo.—J.C.J.L.
Yon Maru, Chinese str., 997 tons, Capt. Souza, from E. C. Wao and Macao, with a general cargo.—Po On S.S. Co.
Yon Maru, Chinese str., 1,044 tons, Capt. Z. Masaki, from Chefoo, with a general cargo.—Yue Tai Hong.
Yon Maru, Dutch str., 2,954 tons, Capt. P. Hopman, from Muntok, with a general cargo.—J.C.J.L.
Yon Maru, Dutch str., 5,028 tons, Capt. J. N. Bowman, from San Francisco and Milke, with a general cargo.—J.C.J.L.
Yon Maru, British str., 1,173 tons, Capt. R. W. Bateman, from Shanghai and Swatow, with a general cargo.—J.M. & Co.

SHIPPING MOVEMENTS.

The N.Y.K. ss. **Tatsuno Maru** (Bom. Day line) left Kobe for Hongkong via Moji on June 3rd, and is expected here on June 10th.
 The N.Y.K. ss. **Matsunaga Maru** (European line) left London for Hongkong via Suez on May 25th, and is expected here on July 6th.
 The ss. **Lycan** (Blue Funnel line) left Suez on the 27th ult. for Hongkong, and is due here on the 19th inst.
 The ss. **Euryades** (Blue Funnel line) left Shanghai on the 3rd inst. for Genoa, Marseilles and Liverpool via Hongkong. She is due here on the 6th inst., and will sail on the 7th inst., at 4 p.m.

CLEARANCES.

June 4th.
Amakusa Maru, for Swatow.
Arakawa Maru, for Singapore.
Chinkang, for Hongkong.
De Gilpen, for Shanghai.
Fookiang, for Swatow.
Yon Maru, for Kobe.
Yon Maru, for Hongkong.
Yon Maru, for Singapore.
Yon Maru, for Milke.
Yon Maru, for Shanghai.
Yon Maru, for Canton.
Yon Maru, for Hoikow.
Yon Maru, for Shanghai.
Yon Maru, for Canton.
Yon Maru, for Canton.

PASSENGERS.

ARRIVALS.
 Per ss. **Hainan**, on June 5th:—Mr. and Mrs. Smith.
 Per ss. **Kwangtuh**, on June 4th:—Mr. Martinson and Mr. Escalar.
 Per ss. **Paul Leroy**, on June 5th:—Mr. and Mrs. Goubault, Mr. Monner, Mr. A. Meunier, Mr. E. Nollan, Mr. E. Hansen, Mr. J. Jorgensen, Mrs. Rogie, Mr. and Mrs. O. Overwey, Mr. C. Cohen, Mr. N. Caldwell, Mr. E. Self, Mr. Evans, Mr. G. Menache, Mr. S. C. Johannes, Mr. Reed, Mr. Otten, Mr. Oudiers, Mr. Berthier, Mr. Archer.
 Per ss. **Dunera**, on June 4th:—Mr. and Mrs. C. W. Arrhenius, Captain and Mrs. Batini, Mr. Crillon, Mr. Forster, Mr. P. T. Mahtana, Mr. and Mrs. E. S. North, Mr. G. C. Ughart, Mrs. L. Benjamin, Mr. N. T. Chevalier, Mrs. Cornfield, Mr. M. de Silva, Mr. and Mrs. J. de Arango, Mr. W. J. Dowland, Mrs. H. W. Mouravieff, Mr. Robin, Sub. Asst. Surgeon B. Sharran, Sub. Asst. Surgeon Yakub Khan.

VESSELS EXPECTED.

Amakusa Maru (N.Y.K.), from Japan, due June 9th.
Cyclone (Blue Funnel), due July 18th.
Helena (Blue Funnel), due June 30th.
Kerman (Blue Funnel), due July 27th.
Yon Maru (Blue Funnel), due June 22nd.
Yon Maru (N.Y.K.), from London, due June 23rd.
Nikko Maru (N.Y.K.), from Sydney, due June 18th.
Nile (China Mail), due June 23rd.
Malacca Maru (N.Y.K.), due June 8th.
Montague (C.P.O.S.), due June 8th (a.m.).
Nanking (China Mail), due June 11th.
Rakuyo Maru (N.Y.K.), due June 8th.
Hongkong Maru (N.Y.K.), from Calcutta, due June 13th.
Tokyo Maru (Blue Funnel), due July 10th.
Yon Maru (Blue Funnel), due June 11th.
Yokohama Maru (N.Y.K.), due June 13th.
Yon Maru (Blue Funnel line), due June 7th.

COMMONWEALTH GOVERNMENT LINE.

For many years the shipping business between Australia and Java and Singapore has been served by well-established lines, such as the Burns-Philp and the Royal Dutch Packet, but recently, however, the Commonwealth Government Line of Steamers has decided to claim a share in this particular trade, and the satisfactory business it has secured so far has encouraged the Government to improve the service already inaugurated, and to place additional steamers on the run. It was recently announced that the new steamer **Enita**, now in Melbourne awaiting commission, would be placed in this service in addition to the **Dromada**, **Dandula**, and **Dilga**. In addition to calls at Sourabaya, Samarang and Batavia, the **Dromada** will call at Macassar, and the **Enita** at Singapore.
 It is interesting to note that the **Suzakumaru**, originally one of the German Westermann Line, running between Hamburg and South African ports, has been secured by the E. & A. Line, and will be placed in that Line's service to the East in the near future. She is a vessel of 5,331 tons gross, and in addition to being a fine cargo carrier, has excellent passenger accommodation. She was used as a troop transport during the war. (Adm. Market Report).

DUTCH SHIPPING ACTIVITY.

THE PURCHASE OF A BIG GERMAN LINE.
 One of the vessels which will be arriving here, says a Singapore contemporary, shortly will be the Dutch boat **Aldebaran**, belonging to the United Netherlands Steamship Company. She is a cargo vessel and is one of the largest Dutch ships which call at the port. The ship has a dead weight tonnage of 12,300 tons, 7,700 gross tons, and 6,800 net tons. It is 495 feet long, has a draught of 25 feet, a beam of 61 feet, 2,000 h.p., with a speed of 12 knots.
 The **Aldebaran** was built by the Vulcan Shipyard at Vegesack, a town near Bremen, Germany, for the German Company, the Roland Line, but when in the stocks was exchanged with the Netherlands Steamship Agency for 10 smaller steamers. The German firm also included her sister ship, the **Aldebaran**. She was later allotted to her present owners.
 When the ship left Hamburg on her outward journey to the East she did not carry much through cargo, but did a large interport business en route. She reloaded very little cargo in Japan, but picked up 5,000 tons deadweight of soya beans and wheat at Dairen for Europe.

WEATHER REPORT.

June 5th at 11.55.—Pressure has decreased slightly from Shanghai to Coochin China, and increased slightly at Weihaiwei. A depression is shown over Tongking.
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 42.37 inches against an average of 25.88 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast
 Hongkong to Geo Rock S. winds, moderate; squally, rain.
 Famosa Channel The same as No. 1.
 South coast of China between (The same as Hongkong and Lamcocks) No. 1.
 South coast of China between (The same as Hongkong and Hainan) No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 5th			
Previous Day at 4 p.m.	Day at 4 p.m.	at 8 a.m.	at 4 p.m.
Barometer ... 29.68	29.63	29.64	
Temperature ... 79	80	78	
Humidity ... 88	88	91	
Wind Direction ... East	South	West	
Force ... 3	2	1	
Weather ... c	o	o	
Rain ...	0.85		

Highest open-air Temperature on 4th ... 79
 Lowest open-air Temperature on 5th ... 78

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT	APPLIED TO	TO BE DESPATCHED
NEW YORK or Boston via PANAMA	Winyah	Am.	The Admiral Line Pacific S.S. Co.		About 6th inst.
NEW YORK via Boston	City of Madras	Brit.	The Bank Line, Ltd.		On 15th inst.
NEW YORK via PANAMA	Toba Maru	Jap.	Nippon Yusen Kaisha		On 24th inst.
NEW YORK via Suez	Ocean Monarch	Brit.	The Bank Line, Limited		On 5th July
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Siberia Maru	Jap.	Toyo Kisen Kaisha		On 10th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Colombia	Am.	Pacific Mail S.S. Co.		On 11th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Tonyo Maru	Jap.	Toyo Kisen Kaisha		On 25th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nanking	Am.	China Mail S.S. Co., Ltd.		On 26th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nile	Am.	China Mail S.S. Co., Ltd.		On 16th July
SEATTLE, TACOMA, VICTORIA & VANCOUVER	Wenatchee	Am.	The Admiral Line Pacific S.S. Co.		About 10th inst.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	Katori Maru	Jap.	Nippon Yusen Kaisha		On 17th inst., at 11 a.m.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	West Irish	Am.	Struthers & Dixon, Inc.		On 25th inst.
SEATTLE, TACOMA, VICTORIA & VANCOUVER	West Ivan	Am.	Frank Waterhouse & Co.		About 24th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Montague	Brit.	Canadian Pacific O.S. Ltd.		On 14th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Russia	Brit.	Canadian Pacific O.S. Ltd.		On 23rd inst.
VICTORIA, TACOMA, VICTORIA & VANCOUVER	Alabama Maru	Jap.	Ozaka Shosen Kaisha		On 18th inst.
VICTORIA, TACOMA, VICTORIA & VANCOUVER	Takayama	Jap.	Butterfield & Swire		About 1st inst.
MARSEILLES via SHANGHAI, STONE &c.	Andree Lebon	Brit.	Messageries Maritimes		About 12th inst.
MARSEILLES, HAVRE, GLASGOW & LIVERPOOL	Plasy	Brit.	P. & O. S. S. Co.		About 12th inst.
GENOA, MARSILLES & LIVERPOOL	Onafra	Brit.	Butterfield & Swire		On 14th inst.
LONDON & ANTWERP via SHANGHAI, PENANG, &c.	Euryades	Brit.	Butterfield & Swire		On 7th inst.
LONDON, ROTTERDAM & HAMBURG	Amata Maru	Jap.	Nippon Yusen Kaisha		On 10th inst., at 11 a.m.
LONDON, ROTTERDAM & HAMBURG	Meachon	Brit.	Butterfield & Swire		On 13th inst.
LONDON, ROTTERDAM & HAMBURG	Glengyle	Brit.	Jardine, Matheson & Co., Ltd.		About 17th inst.
LONDON, ROTTERDAM & HAMBURG	Amclies	Brit.	Butterfield & Swire		On 21st inst.
LONDON, ROTTERDAM & HAMBURG	Slam Maru	Jap.	Ozaka Shosen Kaisha		On 24th inst.
LONDON, ROTTERDAM & HAMBURG	Montor	Brit.	Butterfield & Swire		On 19th July
LONDON, ROTTERDAM & HAMBURG	City of Brisbane	Brit.	The Bank Line, Ltd.		On 19th July
FOOTLAKE AMERICAN PORTS via CAPE	Montague	Am.	The Admiral Line Pacific S.S. Co.		About 4th inst.
AMSTERDAM & HAMBURG	Ava Maru	Jap.	Nippon Yusen Kaisha		On 19th inst.
BOMBAY via SHANGHAI & JAPAN, &c.	Aloliba	Dut.	Java-China-Japan-Lijn		On 1st July
BOMBAY via SHANGHAI & JAPAN, &c.	Tatsuno Maru	Jap.	Nippon Yusen Kaisha		On 10th inst.
BOMBAY via SHANGHAI & JAPAN, &c.	Dunera	Brit.	P. & O. S. S. Co.		About 8th inst.
BOMBAY via SHANGHAI & JAPAN, &c.	Kasado Maru	Jap.	Ozaka Shosen Kaisha		On 20th inst.
BOMBAY via SHANGHAI & JAPAN, &c.	Kwasang	Brit.	Jardine, Matheson & Co., Ltd.		On 10th inst., at 3 p.m.
SINGAPORE & BELAWAY-DELL	Vao Oloon	Dut.	Java-China-Japan-Lijn		About 19th inst.
SINGAPORE, PENANG, Cebu, BRINDISI, VENICE, &c.	Imstbrook	Brit.	Dodwell & Co., Ltd.		On 25th inst.
SINGAPORE	Nile	Am.	China Mail S.S. Co., Ltd.		On 7th inst., at Noon
Calcutta via SHANGHAI & HANGKOW	Hindia	Brit.	Jardine, Matheson & Co., Ltd.		About 16th inst.
Calcutta via SHANGHAI & HANGKOW	Tanda	Brit.	P. & O. S. S. Co.		On 6th inst.
AUSTRALIAN PORTS via MANILA	Malacca Maru	Jap.	Nippon Yusen Kaisha		On 15th inst.
AUSTRALIAN PORTS via MANILA	Taiyuan	Brit.	Butterfield & Swire		On 21st inst., at 11 a.m.
AUSTRALIAN PORTS via MANILA	Togo Maru	Jap.	Nippon Yusen Kaisha		On 24th inst.
AUSTRALIAN PORTS via MANILA	Victoria	Chi.	The China & Australia S.S. Co.		About 25th inst.
AUSTRALIAN PORTS via MANILA	Eastern	Brit.	P. & O. S. S. Co.		On 14th inst.
Buenos Aires, Rio de Janeiro, Santos, &c.	Canada Maru	Jap.	Ozaka Shosen Kaisha		On 10th inst.
VAL PARADISE via JAPAN, HONGKONG, SAN FRANCISCO	Rakuyo Maru	Jap.	Toyo Kisen Kaisha		On 10th inst.
LOS ANGELES & SAN FRANCISCO via HONGKONG	Struthers & Dixon, Inc.	Am.	Struthers & Dixon, Inc.		On 17th July
NAGASAKI, Kobe & YOKOHAMA	Nikko Maru	Jap.	Nippon Yusen Kaisha		On 17th July, at 11 a.m.
Yokohama, Kobe & YOKOHAMA	Cheribon Maru	Brit.	Nanyo Yusen Kaisha		About 7th inst.
Yokohama, Kobe & YOKOHAMA	Kneishow	Brit.	Butterfield & Swire		On 11th inst., at 4 p.m.
Yokohama, Kobe & YOKOHAMA	Innabrook	Brit.	Dodwell & Co., Ltd.		About 31st inst.
Yokohama, Kobe & YOKOHAMA	Totomi Maru	Jap.	Nippon Yusen Kaisha		On 6th inst.
Yokohama, Kobe & YOKOHAMA	Tungshing	Brit.	Jardine, Matheson & Co., Ltd.		On 8th inst., at Noon
Yokohama, Kobe & YOKOHAMA	Chenan	Brit.	Butterfield & Swire		On 11th inst., at 4 p.m.
Yokohama, Kobe & YOKOHAMA	Delta	Brit.	P. & O. S. S. Co.		About 10th inst.
Yokohama, Kobe & YOKOHAMA	Szechuan	Brit.	Butterfield & Swire		On 7th inst., at Noon
Yokohama, Kobe & YOKOHAMA	Lochow	Brit.	Butterfield & Swire		On 7th inst., at 10 a.m.
Yokohama, Kobe & YOKOHAMA	Haiphong	Brit.	Douglas Laprak & Co.		On 7th inst., at 12 Noon
Yokohama, Kobe & YOKOHAMA	Haiphong	Brit.	Douglas Laprak & Co.		On 14th inst., at 12 Noon
Yokohama, Kobe & YOKOHAMA	Wingsang	Brit.	Douglas Laprak & Co.		On 16th inst., at 3 p.m.
Yokohama, Kobe & YOKOHAMA	Taming	Brit.	Jardine, Matheson & Co., Ltd.		On 13th inst., at 4 p.m.
Yokohama, Kobe & YOKOHAMA	Nanking	Am.	China Mail S.S. Co., Ltd.		On 13th inst.
Yokohama, Kobe & YOKOHAMA	Takung	Brit.	Jardine, Matheson & Co., Ltd.		On 8th inst., at 8 a.m.
Yokohama, Kobe & YOKOHAMA	Hozui Maru	Jap.	Yamashita Kisen Kaisha		About 7th inst.
Yokohama, Kobe & YOKOHAMA	Kaifong	Brit.	Butterfield & Swire		On 7th inst., at 9 a.m.
Yokohama, Kobe & YOKOHAMA	Souha Maru	Jap.	Ozaka Shosen Kaisha		On 26th inst.
Yokohama, Kobe & YOKOHAMA	Souha Maru	Jap.	Ozaka Shosen Kaisha		On 26th inst.
Yokohama, Kobe & YOKOHAMA	Gyuzen	Jap.	The Admiral Line Pacific S.S. Co.		On 26th inst.
Yokohama, Kobe & YOKOHAMA	Tjikembang	Dut.	Java-China-Japan-Lijn		On 15th inst.

PACIFIC MAIL S.S. CO.

TRANS-PACIFIC SERVICE.

Freight and Passenger
 For SAN FRANCISCO via SHANGHAI, KOBÉ, YOKOHAMA and HONOLULU, or for BALTIMORE via LOS ANGELES, MANZANILLO, SAN JOSE, LA LIBERTAD, CORINTO, BALBOA, CRISTOBAL, KINGSTON & HAVANA, AMERICAN STEAMERS.

"COLOMBIA" ... sailing at Noon, June 11th, 1921.
 "ECUADOR" ... sailing Aug. 10th, 1921.
 Apply to

PACIFIC MAIL S.S. CO.

Hotel Mansions, Hongkong.
 Cable Address "SOLANO"
 Telephone No 141.

PACIFIC MAIL S.S. CO.

MANAGING AGENTS, U.S. SHIPPING BOARD.

TRANS-PACIFIC SERVICE

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU AMERICAN STEAMERS

"GOLDEN STATE" ... From Hongkong, Due San Francisco, July 6th, July 28th.

SHANGHAI-CALCUTTA SERVICE

Freight Only

For SINGAPORE, PENANG AND RANGOON.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, the via Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Hotel Mansions, Hongkong.

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To LOS ANGELES & SAN FRANCISCO (via HONOLULU) "West Carmona" ... 17th June.

To VANCOUVER & SEATTLE (via MANILA) "West Irish" ... 25th June

Also cargo accepted for Transhipment at San Francisco and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points. HONGKONG OFFICE—1st floor, Powell's Building, 12, Des Voeux Rd., Tel. 3008.

[45]

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
SIBERIA MARU	20,000	June 10th.
TENYO MARU	22,000	June 21st.
KOREA MARU	27,000	July 1st.
SHINYO MARU	22,000	July 14th.
PERIA MARU	2,000	July 30th, at 10.30 a.m.
TAIYO MARU	22,000	Aug. 12th.

* Omitting call at Shanghai.
 † Calling at Dairen instead of Nagasaki.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLENDRO, ARICA & IQUIQUE

THENCE BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

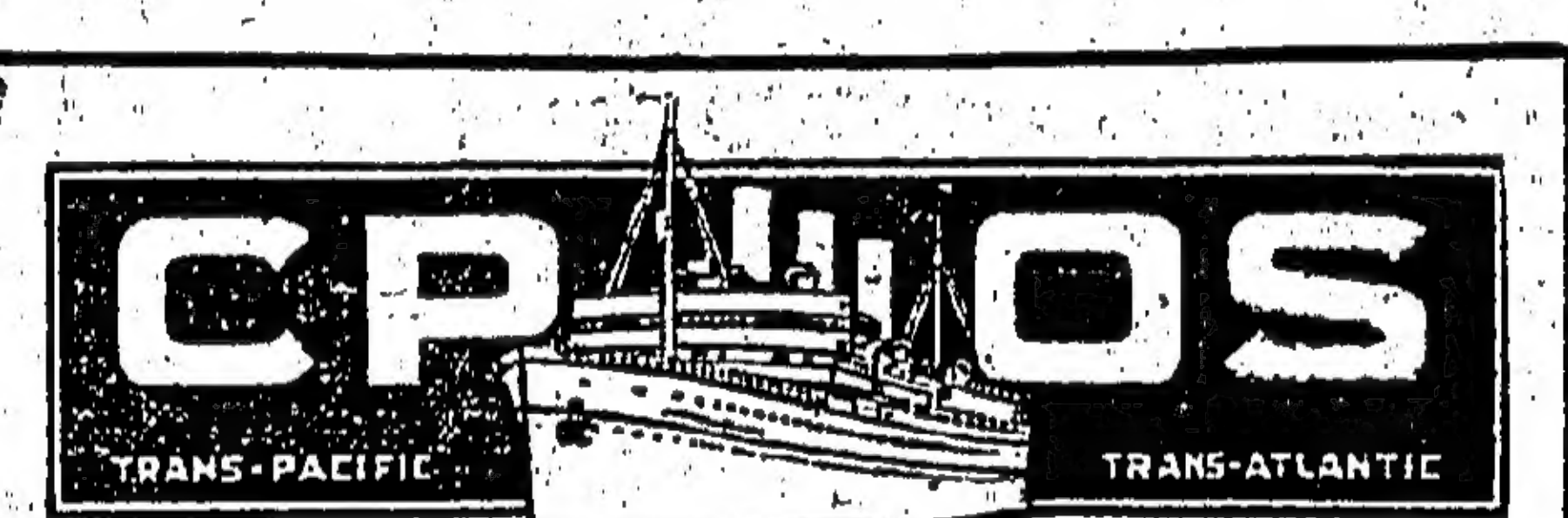
STEAMERS	TONS	LEAVE HONGKONG
RAKUYO MARU	17,500	June 10th.
CHOYO MARU	2,000	July 19th.

* Cargo only.
 For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, Manager.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.
 King's Building. Tel. Nos 2374 & 2375.

[34]



HOME VIA CANADA

Hongkong to England

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

"OCEAN MONARCH" ... via Suez ... 5th July.
Subject to change without notice.

ORIENTAL AFRICAN LINE. INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—
THE BANK LINE, LTD.,
Managing Agents.

"ELLERMAN" LINE. ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA & STRAITS

UNITED KINGDOM & CONTINENT.
LONDON, GLASGOW, ROTTERDAM & HAMBURG
"CITY OF BRISBANE" ... 10th July

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.
THE BANK LINE, LTD.,
or to REISS & CO., CANTON.
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF MADRAS" ... via Suez Canal ... 13th June
"DEUCALION" ... via Suez Canal ... 7th July
"CITY OF NORWICH" ... via Suez Canal ... 13th July
Call at Canton

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

To Sail

From	Steamer	Date	Time
HONGKONG, PAKHOI & H'PHONG	"KAIFONG"	On 7th June	9 A.M.
SWATOW and BANGKOK	"LUOHOW"	On 7th June	10 A.M.
SHANGHAI & FUJOW	"SZECHUEN"	On 7th June	Noon
SHANGHAI & FUJOW	"BOHCHOW"	On 9th June	Noon
SHANGHAI & TIENTSIN	"CHENAN"	On 11th June	4 P.M.
WANGSWAY, CHANG & TIENTSIN	"KUMCHOW"	On 11th June	4 P.M.
AMOI, WANTIA, CANTON & HONGKONG	"TAMING"	On 13th June	4 P.M.
SHANGHAI & FUJOW	"SINKIANG"	On 14th June	Noon

"SHANGHAI LINE"—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wooning.

"BANGKOK LINE"—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days)

"HAIHONG" ... Capt. W. C. Passmore | TUESDAY, June 7th, at 12 Noon.
"HAIHING" ... Capt. A. H. Stewart | FRIDAY, June 10th, at 12 Noon.
"HAILOONG" ... Capt. W. Couper | TUESDAY, June 14th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.

P. & O. - British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"FLASSY"	7248	14th June	Marseilles, London & Antwerp
"DUNERA"	8400	18th June	Singapore, Colombo & Bombay
"DELTA"	8000	25th June	Marseilles, London & Antwerp
"SYRIA"	7000	22nd July	do.
"KALYAN"	9000	6th Aug.	do.
"KASHMIR"	9000	19th Aug.	do.
"KHYBER"	9000	2nd Sept.	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TANDA" ... 6,956 ... 16th June ... Calcutta via S'pore Pang & R'goon

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	Date	Destination
"EASTERN"	4,500	25th June	Sandakan, Thursday Island
"KANOWNA"	7,000	25th July	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	Date	Destination
"DUNERA"	8,400	8th June	Shanghai only
"EASTERN"	8,400	14th June	Japan only
"DELTA"	8,000	10th June	Shanghai only
"SYRIA"	7,000	25th June	Shanghai & Japan

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Messaging not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or claims. Any damaged packages must be left in the Godown for examination by the Consignees, and the Company's Surveyors, Messrs. Gossard & Dorell, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO., Agents.

O. S. K. OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"SIAM MARU" ... Friday, 14th June

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS

DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"CANADA MARU" ... Tuesday, 14th June

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"KASADO MARU" ... Friday, 20th June

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service

"SHISEN MARU" ... Friday, 1st July

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ALABAMA MARU" ... Wednesday, 16th June

"ARIZONA MARU" ... Wednesday, 20th June

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HAGUE MARU" ... Thursday, 20th June

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Mori & Kobe.

"MALAY MARU" ... Monday, 6th June

KEELUNG, SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office

TAKAO via SWATOW & AMOI

"BOSHU MARU" ... Thursday, 16th June

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. Nos. 744 & 745

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

"TAIYUAN" ... 11th June ... 15th June

Sailings Subject to Alteration

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Redwood Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports

For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.



PASSENGER AND FREIGHT SERVICE. FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports)

S.S.	From Hongkong	Arrive Seattle
"EDMORE"	Freight only May 31st	July 10th
"ELDRIDGE"	June 20th	July 23rd
"WENATOCHEE"	July 25th	Aug. 18th
"KESTONE STATE"	Aug. 3rd	Sept. 15th

For PORTLAND DIRECT

(Calling at Shanghai, Kobe & Yokohama)

S.S.	From Hongkong	Arrive Seattle
"MONTAGUE"	Freight only June 4th	June 15th
"PAULET"	June 15th	June 15th

Through Bills of Lading issued to Overland Common points

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478. 5th Floor, Hotel Mansions. [71]



REGULAR SERVICE To & From SAIGON-SINGAPORE-SUMATRA JAVA PORTS.

OPERATING THE FOLLOWING U.S.S. STEAMERS
GLYMONT ... June 20th

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE.

5th Floor, HOTEL MANSIONS BUILDING, Tel. Add. ADMIRALINE. Telephone 2477 & 2478.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WINTAH" ... to NEW YORK ... June 8th

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

TELEPHONE 2477 & 2478. AGENTS. 5th Floor, HOTEL MANSIONS.

[178]

MESSAGERIES MARITIMES

FRENCH MAIL LINKS.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER & DISPLACEMENT SAILING DATES

SHANGHAI, KOBE & YOKOHAMA ... "PAUL LECAT" 20,000 ... On or about 5th June

Shanghai (only)

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

B. BODENFUSER, Acting Agent, Queen's Building

Telephone 740

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"VICTORIA" June 24th.

For Freight and Passage, apply to—

YAMAGUCHI & AUSTRALIA S.S. CO., LTD.

Agents, 113, Cross Street, Central.

Tel. 3307.

POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Swatow	6th inst.
JAPAN	Atsuta Maru	9th inst.

OUTWARD MAILS.

FOR	PER	DATE
Bangkok	Drufar	Monday, 6th, 10.00 A.M.
Swatow and Bangkok	Loosang	Monday, 6th, 10.00 A.M.
Canada, United States, Central and South America and EUROPE via SAN FRANCISCO	Saleier	Monday, 6th, 10.45 A.M.
Swatow	Hydrangea	Monday, 6th, 10.45 A.M.
Fakhoi and Haiphong	Kaiping	Monday, 6th, 5.00 P.M.
Hohow, Fakhoi and Haiphong	Kaiping	Tuesday, 7th, 8.00 A.M.
Swatow and Bangkok	Loosang	Tuesday, 7th, 9.00 A.M.
Swatow	Tjitaroom	Tuesday, 7th, 9.00 A.M.
Swatow	Huimang	Tuesday, 7th, 11.00 A.M.
Swatow, Amoy and Foochow	Hai Hong	Tuesday, 7th, 11.00 A.M.
Swatow and North China	Szechuen	Tuesday, 7th, 11.00 A.M.
Swatow and Bangkok	Wingshing	Tuesday, 7th, 11.00 A.M.
Hohow and Haiphong	Takung	Tuesday, 7th, 11.00 A.M.
Swatow, Amoy and North China	Tungshing	Wednesday, 8th, 11.00 A.M.
Swatow, Amoy and North China	Hupei	Thursday, 9th, 11.00 A.M.
Swatow, Amoy and North China	Szechuen	Thursday, 9th, 11.00 A.M.
Swatow, Amoy and North China	Kaiping	Thursday, 9th, 11.00 A.M.
Swatow, Amoy and North China	Chingshing	Thursday, 9th, 11.00 A.M.
Swatow, Amoy and North China	Haiching	Friday, 10th, 11.00 A.M.
Swatow, Amoy and North China	Wing-Sung	Friday, 10th, 11.00 A.M.
Swatow, Amoy and North China	Siberia Maru	Registration 8.45 A.M.
Swatow, Amoy and North China	Siberia Maru	Letters 10.30 A.M.
Swatow, Amoy and North China	Kuichow	Saturday, 11th, 10.30 P.M.
Swatow, Amoy and North China	Uenan	Saturday, 11th, 10.30 P.M.
Swatow, Amoy and North China	Taming	Monday, 13th, 10.30 P.M.
Swatow, Amoy and North China	Plancy	Tuesday, 14th, 10.30 P.M.
Swatow, Amoy and North China	Plancy	Registration 8.45 A.M.
Swatow, Amoy and North China	Plancy	Letters 9.30 A.M.
Swatow, Amoy and North China	Hai Loong	Tuesday, 14th, 11.00 A.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE

"MACHAON"	13TH JUNE	London, Rotterdam & Hamburg.
"ANCHISES"	21ST JUNE	London, Amsterdam & Hamburg.
"MENTOR"	19TH JULY	London, Amsterdam & Antwerp.
"TEUCER"	11TH AUG.	London, Rotterdam & Hamburg.
"TEIRESIAS"	18TH AUG.	London, Amsterdam & Antwerp.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

"EURYADES"	7TH JUNE	Genoa, Marseilles & Liverpool.
"OANFA"	18TH JUNE	M'sles, Havre, L'pool & G'gow.
"EURYDAMAS"	10TH JULY	Genoa & Liverpool.
"YANGTZE"	20TH JULY	M'sles, Havre, L'pool & G'gow.

PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA).

"TALHYBIUS"	15TH JUNE	Victoria, Seattle & Vancouver.
"TYNDAREUS"	6TH JULY	Victoria, Seattle & Vancouver.
"PROTESILAUS"	3RD AUG.	Victoria, Seattle & Vancouver.

NEW YORK SERVICE

(VIA SUEZ OR PANAMA).

"DEUCALION"	5TH JULY	via Suez.
-------------	----------	-----------

HOMeward PASSENGER SERVICE

"ANCHISES"	21ST JUNE	for London.
"MENTOR"	19TH JULY	for London.
"TEIRESIAS"	18TH AUG.	for London.
"ASCANIUS"	30TH AUG.	for London.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE, AGENTS.

ASIA BANKING CORPORATION

(AN AMERICAN BANK).

Capital	U.S. \$4,000,000
Surplus and Undivided Profits	U.S. \$1,489,000

HEAD OFFICE:
NEW YORK.BRANCH:
SAN FRANCISCO.Head Office for the Orient,
SHANGHAI.

CANTON	HANKOW	MANILA	TIENTSIN
CHANGSHA	PEKING	SINGAPORE	

D. M. BIGGAR,
Manager.

HONGKONG CHINESE

COMMERCIAL NEWS.

Incorporated with the

CHUNG NGOI SUN PO
(Chinese Daily Press)

Published Daily under the auspices of the

CHINESE CHAMBER OF COMMERCE

Terms for Advertising (Translation fee)
Can be obtained at the Office, 104, Des Voeux
Road Central, Hongkong, 121, Fleet Street
London, or from the different Agents.
Documents translated from Chinese to English
and vice versa.

THE INDUSTRIAL & COMMERCIAL

BANK, LTD.

Head Office—4, Des Voeux Road Central.
Hankow Branch—Panoff Building.DOMESTIC AND FOREIGN BANKING
SERVICE PROMPT.CURRENT, Savings, and Fixed Deposits
bear interest at Rates 3 per cent, 4 per
cent, 5 per cent, respectively.
Inquiry on our SPECIAL SERVICE will
be welcome.J. USANG LY,
Manager.

Hongkong, July 7th, 1919.

COMMERCIAL

OPENING QUOTATIONS.

June 4th.

On London—	Telegraphic Transfer	2/6
	Bank Bills, on demand	2/6
	Bank Bills, at 30 days sight	2/6
	Bank Bills, at 4 months sight	2/6
	Bank Bills, at 6 months sight	2/6
	Documentary Bills, at 6 months sight	2/6

On New York—

Bank Bills, on demand	580
Credit, 4 months' sight	640

On Bombay—

Telegraphic Transfer	196
Bank Bills, on demand	196

On Calcutta—

Telegraphic Transfer	196
Bank Bills, on demand	196

On Shanghai—

Bank Bills, at sight	101
Private, 30 days' sight	111

On Yokohama—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Hankow—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Tientsin—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Peking—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Hongkong—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Canton—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Amoy—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Swatow—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Fuzhou—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Ningbo—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Hangzhou—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Suzhou—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Wuxi—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Nanjing—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Beijing—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Tianjin—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Jinan—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Zhengzhou—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Xuzhou—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Luoyang—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Kaifeng—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Zhengzhou—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Xuzhou—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Luoyang—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Kaifeng—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Zhengzhou—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Xuzhou—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Luoyang—On demand—

101	On demand—Peace	108
101	On demand—War	108

On Kaifeng—On demand—

101	On demand—Peace	108
101	On demand—War	108

FOR EVERYDAY SMOKING THERE ARE
NO FINER CIGARETTES THAN"THREE
CASTLES"
MAGNUMS.PACKED IN AIR TIGHT TINS OF
50 CIGARETTES.

MANUFACTURED BY

W. D. & H. O. WILLS BRISTOL,
ENGLAND.

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCHANTS BANK OF INDIA,

Limited.

HEAD OFFICE:

15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £3,000,000.

Subscribed Capital ... £1,500,000.

Paid-up Capital ... £1,500,000.

Reserve Fund ... £1,100,000.

BANKERS:

THE BANK OF ENGLAND,

THE LONDON JOINT CITY & MIDLAND BANK,

Limited.

BRANCHES:

Bombay Hongkong Kuala Lumpur Rangoon

Calcutta Ceylon Madras Shanghai

Colombo Hong Kong New York Singapore

Delhi Karachi Penang

Galle Kota Bharu Port Louis (Mauritius).

Hankow

HONGKONG BRANCH.

Every description of Banking and Exchange

business transacted.

INTEREST allowed on Current Accounts

to 2 per cent. per annum on Daily Balance

and on Fixed Deposits at rates which may be

ascertained on application.

C. L. SANDES,

Manager.

7, Queen's Road Central,

Hongkong, April 26th, 1921.

THE BANK OF TAIWAN,

Limited.

(TAIWAN BANK).

Incorporated by Special Imperial Charter,

1899.

Capital Subscribed ... Yen 60,000,000.

Capital Paid-up ... " 45,000,000.

Reserve Fund ... " 9,600,000.

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka,

Manila, Cebu, Hong Kong, Shanghai,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

Tientsin, Hankow, Peking, Harbin,

BANQUE DE L'INDO-CHINE.

(FRENCH BANK).

HEAD OFFICE: 15bis Rue La Fayette, Paris.

Subscribed Capital ... Frs. 72,000,000.00

Paid-up Capital ... Frs. 38,400,000.00

Reserve Fund ... Frs. 33,600,000.00

BRANCHES:

Bangkok Hongkong Saigon

Batavia Hongkong Shanghai

Canton Hongkong Singapore

Djibouti Hongkong Tientsin

Haiphong Hongkong Tourane

Hankow Hongkong Pondichery

Hanoi Hongkong